

The Hongkong Telegraph

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No. 8082

號三十月一十年子壬

TUESDAY, DECEMBER 31, 1912.

二拜禮

號一廿月二十英港香

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TELEGRAMS.

LORD HARDINGE.

OUT OF DANGER.

Reuter's
[Service to the "Telegraph."]
London, December 30.
Reuter's correspondent at Delhi wires that Lord Hardinge is now out of danger, though the wounds will take a considerable time to heal.

PEACE PROPOSALS.

A TURKISH SUGGESTION.

London, December 30.
A message from Constantinople says that as a result of a prolonged Council of Ministers, instructions have been sent to the delegates in London to propose a reference of all differences to the Conference of Ambassadors.

A THORNY POINT.

A semi-official Note was issued at the conclusion of the Council to the effect that while Turkey is animated by a conciliatory spirit and was desirous of the success of the negotiations, she can in no circumstances assent to the cession of Adrianople.

FOREIGN ADVICE.

Reuter's correspondent at Constantinople states that most of the Ambassadors have advised the Porte to come to terms with the Balkan States.

The Russian Ambassador's warning of the danger of delay owing to the situation in Asia Minor, has disagreeably impressed official circles in view of the agitation in the Army, believed to be fostered by the Committee of Union and Progress, in favour of the resumption of hostilities.

BEST DIET FOR WINTER.

Doctor's Advice on Food and Drink.

"Angelica soaked in trau oil is a good winter food in the experience of the Eskimos," said Dr. J. Strickland Goodall, lecturing at the Institute of Hygiene, London, on "Winter Diet," recently. It gave a clue, he added, as to the right diet for the winter months.

The best winter foods, he said, were fats which raised the heat of the body. Soups were very good, particularly those made from meat and vegetables with added cream or milk (like Russian borscht and French "bone fume"); other valuable broths were mutton broth, Scotch broth, and potato soup made with mutton cutlets. The best fish were herrings, salmon, and eels, fried rather than boiled.

With regard to meat, first came pork, then mutton and beef. Irish stew was very good; it fulfilled most of the physiological conditions of winter diet. In the poultry world, goose was first, followed by duck and turkey. Game was not very valuable, except wild duck. For sweets, custard pudding was very valuable. Pancakes were also good.

Good things to drink in winter are stout, Burgundy, and cocoa.

H. and S. Bank at Kuala Lumpur robbed.

\$7,000 in notes was stolen from the Hongkong and Shanghai Bank at Kuala Lumpur a few days ago, but was recovered soon afterwards. A bank tainby is under arrest.

TELEGRAMS.

THE GALE.

HARD TIME FOR SHIPPING.

Reuter's
[Service to the "Telegraph."]
London, December 30.

The storm continues in the Bay of Biscay. Outward bound vessels continue to arrive at Plymouth and Southampton, having been compelled to return owing to damage, or to the fact that most of their officers had been injured. In several cases the decks had been swept almost clean of boats, bulwarks, bridge, and fittings, and the repairs will take weeks to complete.

TERRIBLE EXPERIENCES.

The newspapers are full of the most thrilling stories, that of the wreck of the Danish steamer Volmer being one of the most harrowing. The first boat was smashed immediately, and the captain's boat was capsized. The crew of nine, however, clung to the keel, and eventually righted the boat. The men were frequently washed out of the water-logged craft, but they clung to the gunwales until they were pulled into the boat again by their comrades. They were all without food, and endured awful agonies from thirst and cold. As they did one by one they were thrown overboard. The engineer went mad and attempted to strangle the captain, but was overpowered and lashed down with the greatest difficulty. He died soon afterwards. The survivors had been practically in the water for fifty-one hours.

COUNTRY FLOODED.

As the result of the continued rains, the floods in the Thames Valley are assuming alarming proportions. A thousand acres are under water.

A WHITE SAMOAN CHIEF.

Mr. and Mrs. Frederic Bulkeley Hyde of Washington have had the unique experience of being made chief and chiefness of the Isle of Savaii, one of the Samoan group, but whether they will ever take up their reign or not is doubtful.

Accompanied by Princess Fa'amu, the daughter of the late Samoan King; her husband, High Chief Muliaun, and Mrs. Mason Mitchell, wife of the American Consul at Apia, the Hydés made a visit to Malatu, the headquarters of the native rulers on Savaii, with no expectation of receiving the honours which, with ancient rites and ceremonies, were conferred upon them.

"Yes they made us their chief and chiefness," said Mr. Hyde, "but we did not know anything about it until it was all over. While touring the island we were asked to be the guests of the native chiefs. After the strange banquet in which we participated the chiefs, through their interpreters, said that we were to be their new rulers. It was a very fantastic and weird gathering. The natives were attired in their traditional dress, with whistles, teeth dangling from their ears and noses and adorned with wild-looking headdresses.

"At the conclusion of the festivities we were informed that the 18,000 inhabitants of the island were our subjects, but then we decided that it was time for us to get away. The honour which the natives conferred upon us has never before been made on this island, and the reason why they bestowed it upon us was because we were in company with Princess Fa'amu."

Hyde, who was commissioned on his South Sea tour to collect horticultural specimens for the Department of Agriculture, has been commissioned by his subjects to purchase for them, a trading schooner, and in addition to this he also intends to send them information and material that will aid their progress along agricultural lines.

TELEGRAMS.

THE SEXTUPLE GROUP.

QUESTIONS IN PARLIAMENT.

Reuter's
[Service to the "Telegraph."]
London, December 30.

In the House of Commons, Mr. Acland, Under Secretary for Foreign Affairs, replying to Mr. Ginnell, said he was unable to give details of the arrangements between the five Banks constituting the British section of the Six Power Group regarding the division of profits.

Mr. Ginnell asked what interest has Russia in the Six Power Group, seeing that the Russian section is composed of non-Russian firms?

Mr. Acland—It is for Russia to decide whether she is satisfied that the Russian section is properly representative of Russian interests.

THE PRESIDENT ELECT'S DAUGHTERS.

Philadelphia, Nov. 12—Miss Jessie Woodrow Wilson, youngest daughter of President-elect Wilson, told an audience of school girls here to-day of the enjoyment to be found in settlement work, in which she has been engaged for several years in the Kensington mill district of this city.

"There is no charity in the work," she said, "but self-sacrifice and interest in others."

Miss Wilson declared that the girls before her were both like and unlike the settlement girls among whom she has worked, similar in that both felt themselves overloaded with work in their respective spheres and dissimilar in that while her audience found time to read and play, the working girls were compelled to wash, iron, sew and do their housework at 10 o'clock after a hard day's work outside.

"These working girls," she said "need exercise, fresh air, good clothing and rest, as much as their more fortunate sisters."

Miss Eleanor Wilson, another of the President-elect's daughters, returned to-day to her studies at the Pennsylvania Academy of Fine Arts, where she has been a student for three years. Fellow students crowded about to congratulate her on her father's victory, but she smilingly waved them away, put on an apron and began her work.

FASHIONS FOR 1913.

According to an American paper the spring maid of 1913 is to be straight front, straight back, hipless and curvaceous. If fashionably attired, she will look like a straight line, with an oblique line at the top, said oblique line being her hat.

The National Cloak and Suit Manufacturers, who began their two days' session to-day and who determine styles for all ready-made garments from Philadelphia to the Pacific Coast, gave the above outline of what will prevail next season.

Skirts are to be perfectly straight, looking like an envelope. Jackets are to be the same. Narrow skirts will prevail, hence they will be slashed, so that the wearer may move with some degree of safety. The slash may be in the back, front or sides. The slash will extend to a point just below the knee and will be skillfully concealed by pleats.

For plump round women, who cannot wear positively straight lines, the fashion makers have taken a lesson from the unspeakable Turk, now being pursued hotly by the Balkan allies. Moving pictures of the Turk in action have given fashion producers a grand idea, which they will proceed to cash in.

TELEGRAMS.

HOME RULE.

IRISH UNIONISTS' APPEAL.

Reuter's
[Service to the "Telegraph."]
London, December 30.

Unionist M. P.'s representing Irish constituencies have written Mr. Asquith notifying their intention to move an amendment to the Home Rule Bill excluding Ulster from its operation. They say that though the exclusion of Ulster will not reconcile them to the Bill, and though they approve of Ulster's determination to refuse to submit to the proposed Government, they consider it their duty to do their utmost to avert the grave mischiefs which are thereby threatened. They appeal to the Liberal party's traditions of liberty and justice for most earnest consideration of the proposal.

FRESH AIR FROM BELOW.

The way in which a Virginia gentleman supplies his home with air from the Luray caverns, over which he lives, and the beneficial results of this plan, are described in the "Technical World Magazine" (Chicago, October). The caverns have recently been acquired by T. C. Northcott, a retired heating and ventilating engineer, whose house stands on a hill above them. We read on:—

Ordinarily the possession of a limestone cave, no matter how beautiful, would seem to have little to do with science and health. But cave air is practically germless, as well as of uniform temperature; it is also as dry as air may be which is constantly circulating over limestone.

Combining the above factors, Mr. Northcott piped the air from the caverns into his home by means of a huge air-duct and suction fans; in short, getting his ventilating, and to a certain extent his heating, absolutely free! It is hard to imagine a more complete harnessing of Nature to the service of any one man. In the first place, he is placed in touch with an abundant supply of fresh, dry germless air at a constant temperature of between 54 and 58 degrees. If the statements of scientists are true, then in escaping the onslaughts of germs Mr. Northcott should live to a ripe old age. Recognizing this fact, Mr. Northcott never opens the windows of his house, except for cleansing purposes, with the result that catarrh and colds are unknown. The quality of the air is such that the claim is made that a day or two in this house will cure the most obstinate case of lagrippe. . . .

Shceit is only necessary to raise the natural temperature of the air some 10 degrees for comfort, it is easily seen that the necessary heating may be accomplished much more economically than would be possible under normal conditions, where an increase of 30 or 40 degrees would be necessary. Incidentally, outside air varies in temperature and humidity, whereas that of the caverns does not. Result: No hurried trips to put the drafts on the furnace or to dampen it off to meet a sudden change in the weather.

So much for the winter. We are willing to admit that it is easier to keep warm in winter than cool in summer, so once again Mr. Northcott has the advantage. He admits the unwelcome air into his house, and the temperature drops to a coolness which would make a log fire welcome, no matter how the mercury sears outside. The simplicity of the whole arrangement should excite the admiration of the engineer; it will certainly stir the envy of ordinary mortals. If there were only enough such caves in the world for all of us!

TELEGRAMS.

A GERMAN LOSS.

FOREIGN MINISTER DEAD.

Reuter's
[Service to the "Telegraph."]
London, December 30.

A message from Stuttgart states that Count von Kiderlen-Waechter, German Minister for Foreign Affairs, is dead.

[The deceased Minister was 60 years of age and had been Foreign Minister since 1910. Prior to this, he had served as attaché and secretary to the Legations in Paris, St. Petersburg and Constantinople, and his first Ministerial post was to Copenhagen. He was a man of strong capacity as a diplomatist and on his appointment as Foreign Minister was hailed as the "Twentieth Century Bismarck." He was a great authority on Near Eastern questions, and his death at the present juncture in Balkan affairs will be a big loss to Germany. In 1908, as acting Foreign Secretary, he played an important role in the triumph of Austro-German diplomacy in the Bosnian affair, which led to the annexation of Bosnia by Austria. But he came even into greater prominence over the Morocco incident of last year, his policy leading Germany and Britain to the brink of war.]

Count von Kiderlen-Waechter was spending Christmas with his sister. He had been ill for some days, suffering from heart trouble.

SHIPOWNERS' PERPLEXITIES.

Problems of Propulsion Discussed.

At the recent annual dinner of the Society of Marine Engineers, writes a "Financial" correspondent, it was quite surprising to note the predominance given in the speeches to quasi-political topics having but the very loosest connection with marine engineering. Some of the distinguished guests appeared to have seized the opportunity of expounding, presumably for the education of engineers, their own particular view on the Navy, the Army, the foreign policy of the British Government, conscription and so forth. But after a considerable proportion of the post-prandial time had so been taken up, there were utterances by engineers and shipowners containing food for reflection.

One fact stood out quite plainly—the position of shipowners is rapidly becoming more difficult. This, notwithstanding the fact that the shipping industry has, perhaps, never been so prosperous as it is to-day. Only two or three years ago the persistence of low freights had cast a gloom over shipping not only in this country but over the whole world. The glut of tonnage brought its own remedy, and the situation to-day as between shipowners and merchants is, as compared with the period referred to, absolutely reversed. How long the scarcity of ships will last, or we will say, how soon the rapid building of ships will overtake cargo requirements, it is impossible to say, but it is sure enough that the requirements will be overtaken, and that the present great margin of profit to the shipowner must be regarded as ephemeral. Shipowners themselves are the last persons who require to be reminded of that, and meanwhile the policy seems to be to make hay while the sun shines.

I Do Not Know What to Do.

The speech of one gentleman at this dinner—he is the chairman of a very prominent firm, indeed—was distinguished by an illuminating frankness which may perhaps have arisen partly through its post-prandial character, partly because he was a little tired, and partly because he was a little drunk. In touching on the question of propulsion, he referred to the rapidly increasing which the steam turbine had largely displaced—its left for right.

TELEGRAMS.

THE WAR.

TURKISH ATTACKS REPULSED.

Reuter's
[Service to the "Telegraph."]
London, December 30.

A message from Reuter's correspondent at Athens states that the fighting continues at Bizani, commanding the road to Janina. Several Turkish attacks on the Greek positions were repulsed.

passenger vessels—the reciprocating engine. And then he spoke of internal combustion, and declared that he was quite unable to make up his mind as to the competing claims and the advantages of the different systems which were being advocated.

The burden of his remarks on this topic, bearing in mind his large experience, and the enterprising character of the administration which he represents, must be taken as largely typical of the attitude of mind of a great many leading shipowners, and in one passage, "in, perhaps, a semi-jocular spirit, he declared "I do not know what to do." In short, the British shipowner at the present moment is awaiting on the course of events. He wants to let other people experiment, to bear the burden of perhaps costly mistakes, and then, when the experimental stage is about over, he may come in and do something "practical" himself. In these latter days this attitude is very general amongst British captains of industry. Taking them in the bulk they have been going so well, and their position has been on such an apparently unshakable foundation, that they are usually content to regard new ideas and experimental work with a complacency which is their almost hearts they believe to be the very highest wisdom. But is it?

Foreigners Showing the Way.

If marine engineering science had had to depend upon the British shipowner, there would not, to-day, be a single ocean-going vessel propelled by any other power than steam. Fortunately other commercial peoples have taken the trouble to investigate the possibilities of one or other of the types of internal combustion engines which are available, and they have provided object lessons which mark a new departure in the science of sea transport.

The reluctance of British shipowners to depart from the traditional methods, which they have gradually accustomed themselves to regard as possessing the finality of natural laws, may not at all be impossible to be adhered to until the British shipping world wakes up one fine morning to find that the supremacy of the British mercantile marine has been effectually and seriously challenged. Already, so far as there is any demand at all for engines of marine type other than steam in this country, the utter absence of any expert workmen in numbers worth mentioning has become painfully obvious. Already we have to send to Germany or elsewhere for men who are capable of building these engines. On the purely scientific side the general ignorance which prevails among British marine engineers on the subject is absolutely appalling.

As is tolerably well-known among those interested in marine machinery, a United States collier—the Jupiter—is being built in the States with an engine room equipment entirely unlike that of any existing vessel. It will include a system of electrical drive and control, eminently adapted for transmitting power to propellers, either from steam turbines or from internal combustion engines. The saving of space, the saving of fuel and the saving of labour which will be effected on this ship will be something which even British shipowners may find worth while, not only of careful attention, but worthy of adoption for new tonnage.

TELEGRAMS.

OBITUARY.

MR. ROWLANDS WARD.

Reuter's
[Service to the "Telegraph."]
London, December 30.

Mr. Rowlands Ward, a noted taxidermist, is dead.

[Our readers will no doubt recall Mr. Ward's celebrated shop near the Princess Restaurant, Piccadilly, with its magnificent show of furs, stuffed animals, etc. Deceased was a noted big game hunter and a Fellow of the Zoological Society.]

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Thames Valley is flooded, a thousand acres being under water.

Lord Hardinge is now out of danger, though his wounds will take a considerable time to heal.

Mr. Acland has answered, in the Commons, several questions regarding the Six Power Loan Group.

Most harrowing tales are told of the experiences of the survivors from the wrecked Danish steamer Volmer.

Several Turkish attacks on Greek positions at Bizani, on the road to Janina, have been repulsed.

Most of the Ambassadors at Constantinople have advised the Porte to come to terms with the Balkan States.

The death has occurred at Stuttgart, from heart trouble, of Count Kiderlen-Waechter, German Minister of Foreign Affairs.

The storm in the Bay of Biscay caused several outward bound vessels to return to Plymouth and Southampton yesterday.

The Irish Unionist M.P.'s have written Mr. Asquith suggesting the exclusion of Ulster from Home Rule, and asking earnest consideration to the proposal.

LOCAL.

The Kowloon Dock Ball takes place to-night.

Sir Haviland de Sansmarez arrived to-day.

The Full Court on opens on Thursday; there are four cases on the list.

The Ferris Hartmann combination concluded a very successful visit to Hongkong, yesterday evening.

Mr. F. E. Wilkinson, British Consul at Nanking, is passing through, on his way to Marseilles, by the Kamo Maru.

Interesting correspondence is published to-day regarding the establishment of a light or lights in the vicinity of the Paracels Reefs.

The Hon. C. J. Wade, ex-Premier of New South Wales, accompanied by his wife and daughters, is passing through on the Kamo Maru.

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FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts INCLUDING DUTY.

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Hongkong, 23rd September, 1911.

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J. P. JAGGART, Manager.

Hongkong, 20th April, 1911.

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Hongkong, 1st Aug., 1912.

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TAIPEH, FORMOSA.

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EXCELLENT CUISINE AND GOOD SERVICE. RATES 6 YEN AND UP.

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Hongkong, 1st Feb., 1912.

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The old style of cement bifocals with their disfiguring and annoying dividing line has been supplanted by a new lens with two fool, the upper portion of the glass for distance and the lower for reading, ground from one single piece of glass.

You who wear two pairs of glasses may now use one pair instead. No one can tell that you wear bifocals. No cement to blister; no thin segments to lose off.

Call and inspect this line. We grind Kryptoks in regular or toric form.

WE LEAD, OTHERS FOLLOW.

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THE CHINA COMMERCIAL COMPANY.

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AQUARIUS: THE MINERAL WATER PAR EXCELLENCE.

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HIG. GOOD TIME-KEEPERS, AT BARGAIN PRICES.

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GARRELS, BOERNER and Co.,

Kwai's Building.

Hongkong, 29th November, 1912

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OUR CONTEMPORARIES.

China Mail.

Tariff Reform again. A policy of Preference with the Colonies seems very attractive; but it is more than doubtful if it could be successfully realised. It bristles with difficulties—and difficulties of a kind that will by no means tend to further what all loyal Britons, irrespective of Party politics, wish to see furthered—namely, the consolidation of the Empire. We are quite aware that Mr. Chamberlain's chief point was the reverse from this conclusion and though, of course, the opinion of such a man must be, as it has been, very seriously considered, it does not follow that it is infallible.

The question is not one for the unseemly exhibition of temper that accompanies its discussion much too frequently. It is one for calm, impartial consideration. That has been given to it by careful and profound thinkers on both sides of the political bias; and to all appearances an overwhelming mass of convincing evidence favours the retention by the Mother Country of the policy of Free Trade—a noble and inspiring doctrine—while the Colonies are, of course, at liberty to adopt whatever fiscal policy suits their particular needs.

South China Morning Post.

Strain of Life in the Great Cities. The conditions of labour in thousands of factories and industrial concerns in England have been improved marvellously, many distressing grievances ameliorated, thanks to the persistent humanitarian work of legislators, but with all that has been effected to save and prolong life among the workers, and avert calamity, facts of great social significance are revealed to prove that the exactions of the city are still merciless. The toll of human life is great. The future, too, gives no promise of any abatement of speed in the everyday life led by the city man, but rather are there indications in the great centres of population that the strain will be intensified as the demands and desires of men are heightened. The "sunless" lives led by those who seek the countryside certainly have compensations that the city man never knows.

Daily Press.

Chinese Loans. The unwillingness of the Powers to lend their approval to loans to China except upon terms which afford adequate security for the money, is evidence of a policy aiming at the preservation of China's territorial integrity. It would be unwise on China's part not to support it, because, but for this understanding among the Powers, China stands in grave danger of seeing a repetition of the scramble for "spheres of influence" such as threatened the partitioning of the country ten years ago. China's attempt to break up "the ring" was distinctly unwise from her own standpoint, and she will have no reason to regret the failure of the attempt. Some satisfaction is to be gleaned from the obstinate fight over the loan conditions, inasmuch as it has served to emphasise the weakness and inefficiency of the country's financial administration and has thus made plainer to the Government the paths of reform. We see manifested on every hand a keen desire for progress and reform. Great schemes are adumbrated. Many are destined to be pigeon-holed; but when China is prepared to offer terms which will induce the free flow of foreign capital into the country her progress will be rapid and her prosperity unbounded. We trust to see a good beginning made in this direction in 1913.

Oldest U. S. Warship Retired.

Vallejo, Cal., November 20.—The century-old "receiving ship Independence," the oldest vessel in the United States navy, was placed out of commission at Mare Island Navy Yard yesterday. The cruiser Cleveland takes her place.

Full Board \$4.00 per month, Lunch tickets for 30 meals \$20.00. Strict cleanliness and only best material used.

ALEXANDRA CAFE CO.

GENERAL NEWS.

A Bacteriologist for London.
The Metropolitan Asylums Board have appointed a research bacteriologist at a salary of £500 per annum. It will be the duty of the bacteriologist to inquire into the causation, infectivity, prevention, and treatment of zymotic disease. Since the Board was constituted about £15,000,000 have been expended in the provision of hospitals for and in the treatment of infectious sick, but no practical step had previously been taken with the view of ascertaining the causes of the diseases received into the hospitals.

Plague in Siberia.
News has been received that two cases of plague took place at Verkhneudinsk Station in Transbaikalia, and that the bodies of six Chinese discovered at a point about 75 verst east of Toraiho station on the Chinese Eastern Railway proved to be victims of plague. The news awaits confirmation, says the "Japan Chronicle," but the police have been ordered to watch all the passengers by train and any suspected will be examined by a doctor.

Cost of Animals for experiment.
Washington, D. C., Nov. 23.—The Treasury Department was advised to-day that it could get a very choice line of monkeys at \$12 each and Japanese dancing mice at \$12 a dozen. The quotations came from animal dealers. Monkeys, rats and mice are wanted by the Public Health Service for experiments with bubonic plague and other diseases in Hawaii. White rats and white mice cost \$3 and \$6 a dozen, respectively, while rabbits and guinea pigs can be had at very reasonable rates.

1300 Year Old Chinese Notes Stolen.
New York, Nov. 11.—Somebody has stolen a package of banknotes printed 1300 years ago by Chinese bankers of the T'ang dynasty.

They belong to the collection of Mr. A. W. Bahr of Shanghai, which has just been brought to this country. Their loss was discovered when the collection was unpacked here. The face value of the missing notes runs from 2 cents up and the total amount called for is less than \$50.

They are worth 300 times that sum, however, as objects of art and antiquity.
A New Type of Flying Machine.
While the aeroplanes now in use are based on the kite principle of sliding on the air, a Dresden engineer, Herr Baumguertel, is now showing another type in the arena of Johannisthal, near Berlin. His machine has no "plane" but is provided with two horizontal propellers arranged one above the other. If both are rotating in opposite directions, the air between them is pressed downward and forms a column lifting up the whole apparatus. The motion onward is produced by another propeller or by inclining the forepart a little downward. The great advantage of this ingenious invention is the ease with which the apparatus ascends vertically. But there is the drawback that with the slightest defect of the motors the fate of the aeronaut is sealed, as the whole machine drops like a stone, there being no possibility of softening the fall by sliding gently through the air.—Continental Correspondence.

Record Shoot of Elephants.
We live in an age of record-breaking, but it will probably come as a surprise, even to the busy statisticians of sport, to learn that there is a sportsman who claims to hold the record in the matter of shooting bull elephants! This is nevertheless the case, Mr. James Sutherland is the sportsman in question. In the course of ten years he has killed no fewer than 447 elephants, and the experiences of this wholesale slaughter are to be set forth in a book called "The Adventures of an Elephant Hunter" which Messrs. Macmillan and Co. are upon the point of publishing. So large a bag, it appears, was not secured without considerable personal risk, and Mr. Sutherland has many exciting stories to record. He kept careful notes upon the spot to avoid all danger from the mirage of memory, and his record claims the quality of momentary impression.

BOOK WORLD.

The Upas Tree.

"The Upas Tree," by Florence, L. Barclay, is a quite harmless little love-story which, while it does not come within the realm of convincing or strong fiction, will serve to amuse all readers who ask nothing better than a sentimental picture of an impossibly bad man, and of another incredibly foolish one who is by way of being the hero of the narrative. The central figure, Helen West, is womanly and attractive, and at times, the delineation of her reaches a high pitch of excellence. This apart, the story is flimsy and twice too long, while the dragging in of a "spook" adventure, and the fantastic connection of upas with the initial letters of the words "unreasonably, preposterously, altogether selfish," render the whole thing silly and small.

"The Upas Tree"; by Florence, L. Barclay. London 1912. G. P. Putnam's Sons, 3/6 net.

Mr. J. M. Barrie on Style.
At a meeting of the Academic Committee of the Royal Society of Literature in Carlton Hall recently the Edmond de Polignac prize was awarded to Mr. John Masefield for his poem "The Everlasting Mercy."

Mr. J. M. Barrie, who presided, said that the Committee existed to attend to the standards of style in this country. He remembered long ago being in the company of a very distinguished writer. They were in a club where they were always talking about style, and on that occasion every one was very brilliant on the subject. At last his friend said something, and in comparison what he said sounded rather childish. How strange it was, and yet, perhaps, not strange at all, that the only man among them who had a style was the only one who did not seem to know all about it. Style, he fancied, was simply the way in which an artist painted his picture. There was no other difference between a Venus by Titian and a Venus by Tom Smith. It sounded rather hard on Tom. Mr. Verrall was a "little candle," as all men were, but one who cast widely the beams of fine scholarship and a flame. He had found his grave in the hearts of all young men. It was there he had painted his picture. He (Mr. Barrie) first met Mr. Lang at St. Andrews, which, he understood, most of them thought was called after him. Mr. Lang was as Scotch as peat. Lang and Stevenson were two Scottish musketeers. "All through their style could be heard what Mr. Howells called the swashbuckler: 'washing on his buckler.' He thought Mr. Lang always puzzled the Sassanach a little. That was one of the duties of the Scot. He was so prodigal with his showers of gold and so wayward. There was a touch of the elf about him. 'A touch' hardly seemed quite right, because one could never touch him—he was too elusive for that."

New Novels.
Two striking new novels are being added to Unwin's Colonial Library: "The Prophet" by Mr. P. P. Sheehan, and "The Knave of Diamonds" by Miss Ethel M. Dell, author of that immensely popular book, "The Way of an Eagle." The hero of "The Prophet" is an itinerant preacher with a very simple gospel, of optimism and brotherly love. He is also a psychical healer of extraordinary power, and under his influence the age of miracles seems to live again. The book, while intensely religious in tone, is entirely free from sermonising. Miss Dell's first novel, "The Way of an Eagle," has been, and still is, one of the most widely read novels of the year. Its appeal to the reader seems to be due to its blending of careful character-study with emotional intensity, an element of adventure and admirable construction. In her second book, "The Knave of Diamonds," Miss Dell gives us a story which shows in an even higher degree the same qualities, while the ideas are entirely new. The novel deals with the moral development of a man whose volcanic temperament is the outcome of a mixed parentage. After a fiery ordeal, his uncontrolled passion is converted into self-sacrificing devotion.

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Hongkong, 30th Sept., 1912. [708]

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Hongkong, 18th Aug., 1912. [588]

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TO LET, houses in Austin Avenue, Kowloon, immediate possession. Apply to A. Raymond, c/o S. J. David & Co.

Hongkong, 18th Dec., 1912. [989]

DEATH TO THE BACILLI.

In the scientific world the product, discovered by Doctor Giuseppe Bandiera of Palermo (89-91 Rue Cavour) is making a good deal of noise, for a great number of consumptives have been able, thanks to it, to recover their health. Submitted to the examination of numerous scientists, this specific has been recognised and approved as the sole remedy which science can definitely offer against tuberculosis; so much so that the most popular doctors to-day do not disdain to prescribe the Antiseptic Potions as an infallible remedy, not only in tuberculosis but against bronchitis and pulmonary catarrhs—fatal diseases which till now, medical science has owned itself powerless to combat.

The discovery is of the highest importance. Consequent on the numerous cures of phthisis it has brought about in quite a short time, it has already made a great reputation among us. In treating chest disease, with this new antiseptic, the distinguished inventor has obtained some marvellous results which open up new paths to the healing art, even where maladies hitherto regarded as incurable are concerned.

The substances composing this specific have, over all other antiseptics, the advantage of destroying microbes without injuring the organs, and of possessing such a diffusive power that they spread easily over the whole surface infested by bacilli—the propagators and generators of suppuration. Consequently feverishness disappears, appetite returns and strength increases.

We announce with pleasure that no inventor has obtained so high a place for his specific as Doctor Bandiera. No one could fail to congratulate the fortunate discoverer. For our own part, constituting ourselves the mouthpieces of the public, we urge the scientist not to limit himself to supplying just those who make direct application to him, but to establish a depot in our own town so that everyone may have easy access to the remedy.

(Translation from a French paper.)
Doctor Bandiera's *Potion Antiseptique* is the best remedy yet

known for the cure of phthisis. It also produces excellent results in cases of bronchial catarrh, acute or chronic, in broncho-pneumonia, bronchitis and similar diseases. Beware of imitations. Only accept bottles of *Potion Antiseptique Bandiera*. Sole depot, Pharmacie Nationale, 89/91 Rue Cavour, Palermo, to which all orders should be addressed. Price, 5 francs per bottle.

American Officer Murdered in Philippines.
According to the "Manila Times," on December 19 Captain John Watson was murdered and Lieutenant Kinzie B. Edmunds seriously wounded by a Moro who sneaked through the lines of the camp at Lake Sait Jols, and fell upon them while they slept. There was quick retribution for the murderer for he was shot and killed by Captain Rush S. Wells, who ran to the aid of his comrades.

Dampstiesacktiesselspabet!
In running over the cases on the motion calendar of the Federal District Court, says the New York "Evening Post," Circuit Judge Cox came upon a title which was too much for him. So to get over the difficulty he directed Clerk Rookmore to call No. 17. The title which stumped Judge Cox was: "Dampstiesacktiesselspabet versus United Fruit Company." At the request of the lawyers, the hearing of the motion was postponed for a week.

Panama Law Difficulties.
Washington, November 23.—The recent announcement that engines and other main auxiliary machinery of ships would be imported free under the Panama Canal Law having called forth vigorous protests from the ship-building interests, the Treasury Department, with the endorsement of President Taft, states that machinery will not be entitled to free entry into the United States under the free ship law, only materials for the construction of machinery being thus entitled to admission free of duty.

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The object of this paper is to publish current information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

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The Hongkong Telegraph.

HONGKONG, TUESDAY, DECEMBER 31, 1912.

1912-1913.

Most people—especially English people—yield to the temptation, on December the 31st of each year, to take a look back at the main events of the fore-going three hundred and sixty four (or five) days, incidentally rejoicing over the successes and lamenting the failures that stand out the most prominently, and not seldom rounding off their brief review with a few pious resolutions for the in-coming year. It is a prettily sentimental practice, with perhaps just enough of the morbid about it to make it all excessively human; wherefore we offer no apology for bowing to custom.

Our own colony's history during the past year, like the life of every one of its inhabitants, has perforce had its ups and downs, and has been characterised by triumphs, weaknesses, and blunders, as well as by happenings great and small for which it is our wont to blame "Circumstances" because we can find no more definite door at which to lay responsibility for them. The history of Hongkong during 1912, as seen by the outside world, could be expressed in less than half a dozen lines:—A university has been opened; a new Governor has been appointed, on whose life a cowardly attempt was made almost at the moment of his landing; the financial year has been, in the main, a good one, though now a grave situation is imminent, owing to China's threatened breach of the opium agreement.

We who live in the Colony can, of course, get closer to the main events; can supply all the minor details leading up to them or branching out from them; but the details, whether of the Colony's year or of our own personal lives during that year, are all so well known to us that they need no recapitulation. We can only rejoice over public and individual success, deplore public and individual errors or failures, and look forward to something better in the year to come. No one supposes that 1913 will be entirely free from mistakes and disappointments, but one likes to feel that (in the words of the late Sir Walter Besant) "this grand old world is blundering on to better things," and if each individual in Hongkong determines to "play the game" and to do his own unobtrusive little part towards bringing about that betterment, this particular quarter of the world will have little to grumble at. To all our readers we wish health, prosperity and happiness in the coming year.

H. M. S. New Zealand.

The news which came through during the week-end to the effect that the battle-cruiser New Zealand, presented to the Imperial Government by the Dominion of that name, is shortly to make a prolonged tour which will include a two or three months' stay in New Zealand, will have been read with more than passing interest. Hongkong has an indirect interest in the matter, inasmuch as this warship was mentioned as the flagship of the reconstructed China unit of the Pacific Fleet, but apparently this scheme has now been either abandoned or its inauguration delayed. We notice that the New Zealand last month completed her trials, and a statement issued by her builders showed that she had more than fulfilled the contract demands. At seven-tenths horse-power her mean speed was 24.8 knots, at full power her mean average speed was over 27 knots, whilst the fastest mile logged reached nearly 29 knots.

The Boers.

It is scarcely to an ex-Boer leader that one would look for logical argument, and therefore General de Wet's remarks, "I am most loyal to the Empire, but I do not want to take off my coat and give it to Englishmen," will probably cause little general surprise. One does not like to rake up old grievances on this last day of the year, yet it is only human to experience a certain sense of irritation at all that implied by General de Wet's remarks. When the war ended, every man who knew anything about the Boer disposition was perfectly well aware that the British Government had begun by making too many concessions to the Afrikaners. We have no right, of course, to impute motive, or even secret, disloyalty to them; but there are times when facts stand in no need of commentary.

A Cock on a Dung-heap.

Owing to the easy way in which the Boers were let down, and to the readiness with which rights of British citizenship were thrown at them, they at once assumed that our Government was weakly ready to accept peace at any price, and to put on the back people who were as much strangers to the courtesies of warfare as they were to the ordinary social amenities. In choosing a muck-heap for his platform, General de Wet would find he parabolical; but, as with most bad jokes, the point is very decidedly against the jester. There are more readings of parable than one.

A Reminder.

The Kowloon Cricket Club's annual Children's Sports are to be held to-morrow; and there-fore we desire to make an observation or two. Some considerable time ago the committee enlisted the help of the press in an effort to secure increased subscriptions which are necessary to the complete success of the sports. For weeks a subscription-sheet has appeared in the window of this office, making silent appeal to all passers-by to help in the making of a day's complete enjoyment for the bairns. And not a soul has entered to sign his name and contribute, even ten cents! It bears but one subscription—that of \$25 from the "Hongkong Telegraph." We are informed that further subscriptions are still needed to cover the expenses. This is the season of goodwill, good cheer, open-heartedness; so it is said. Are our readers to act up to the spirit of the season? Or are we to take it that they are nothing for the children—after they come east of Suez?

Sent Back to Shanghai.

Mrs. Jay Ward Carter, the handsome young woman who was arrested at San Francisco recently by immigration authorities, was deported on the liner Nile. Mrs. Carter arrived in San Francisco from Shanghai on the steamer Mongolia, having reserved passage through to London; but the immigration authorities decided, upon investigation, that she had no right to land in the United States because of her career in the Far East. Mrs. J. W. Chard, who came from New York to meet Mrs. Carter and claimed to be the latter's mother, also sailed on the Nile.

DAY BY DAY.

Punishment is a fruit which ripens unsuspected within the flower of the pleasure which conceals it.

The "Telegraph."

To-morrow being New Year's Day, there will be no issue of the "Hongkong Telegraph."

Shanghai Judge Arrives.

Sir Haviland de Sausmarez arrived per s.s. Calodionien to-day, and is staying at the Hongkong Hotel.

H. M. S. Kent.

H. M. S. Kent left the harbour this morning to carry out her dockyard trial after recent refit, and returned later.

Departure.

Captain H. Greenfield, A.V.O., S.V.O., North and South China, left for Tientsin by the s.s. "Linan," on 28th instant.

Movements of Troops.

Captain R. D. Crawford, and 38 N.C.O.s and men, H.K.S.B. R.G.A., returned to Kowloon from the New Territory on the 21st inst.

Dock Ball.

The annual ball at Kowloon Docks takes place to-night. The decorations are to be on a most elaborate scale this year and a big gathering is expected.

Causing an Obstruction.

Four men who had pulled their boats up on to Connaught Road West were fined \$5 each by Mr. Hazeland, at the Police Court, this morning, for causing an obstruction.

Ex-Premier in Hongkong.

The Hon. Mr. C. J. Wade, formerly Premier of New South Wales, is passing through on the Kamo Maru, after a trip to Japan. He is accompanied by his wife and daughters.

Communicable Diseases.

The return of cases of communicable diseases notified during the week ending the 28th shows that there were two of enteric fever, one fatal (one Chinese and one British, imported), and one of puerperal fever.

Passing Through.

Among the passengers passing through on the Kamo Maru, and bound for Marseilles, are Baron Grindl; Mr. F. E. Wilkinson, British Consul at Nanking; and Mr. E. W. Maitland, of the Yokohama branch of the Insurance Society of Canton, Ltd., the last-named being accompanied by his wife.

New Business Depot.

As will be seen from an advertisement elsewhere, the Nestle and Anglo-Swiss Condensed Milk Company have established in Hongkong a wholesale and shipping depot under the management of Mr. A. G. Coppin. The office is situated on the third floor of the General Post Office Building.

Opium Divan.

At the Police Court this morning, twenty-one men were brought before Mr. Hazeland, on a charge of using 1 Ng Pak Lane, as an opium divan. Sergeant Adlington proved the case, the first defendant being fined \$250 or in default three months as keeper, and the remainder \$2 each for smoking.

Mr. W. H. Wilkinson.

It is currently reported that Mr. W. H. Wilkinson, H.B.M.'s Consul General at Hankow, has received the honour of Knighthood. Mr. Wilkinson, who is a brother of Mr. C. D. Wilkinson, one of Hongkong's best known solicitors, was recently removed to Hankow from Chentu, where as British Consul General he experienced troublous times during the Revolution.

Filipino Entertainment.

Last night the Filipinos of the Colony gave a most successful entertainment at 176 Queen's Road, East, in commemoration of the 16th anniversary of the death of their martyr, Dr. Jose Rizal. A military band supplied the music for the dancing, and about 200 participated in the festivities. Among those present were: Misses Veronica Varela, Nena Mendoza and Dolores Riveiro; also Messrs. Hilario Castro, Rafael Mendoza, Emilio Vasquez, Crispin Quenon, Antonio Larena, F. Gonzalez, Juan F. Salazar, P. Madaraga, Secundino Lopez, and Alejandro Rana. Several British residents of the Colony were also present.

THE PARACELS.

Correspondence Regarding the Establishment of a Light.

The following correspondence has been exchanged between the Imperial Merchant Service Guild and the Foreign Office relative to the establishment of a light or lights in the vicinity of the Paracel Reefs.

"The question being one affecting the safety of life at sea," says Mr. L. A. Brooks, the honorary agent in a covering note, dated from Saigon, "and bearing in mind the proximity of so important a shipping port as Hongkong to the zone under consideration, I am to request you to be good enough to publish the annexed correspondence with a view to ascertaining the opinions of Shipmasters on a subject which so directly affects all connected with the Merchant Service."

Saigon, July 25, 1912.

The Secretary, The Imperial Merchant Service Guild, Liverpool.

Dear Sir,—The loss of the German Steamer "Quinta" on the Paracels Reef on the 17th inst. directs public attention once again to this dangerous locality existing in the direct track of shipping between Hongkong to the North, and Singapore and other ports to the South.

The Captain of the ill-fated vessel, which was bound from Bangkok to Swatow, on his arrival at Saigon on June 22nd on board the French Mail Steamer "Nera" which effected the rescue of over 500 lives, made a statement to the effect that shifting currents were responsible for the disaster, they having carried his ship far out of her course.

It is a matter for serious reflection that no light has yet been established in the vicinity of the disaster, and I would strongly recommend that the authorities of the Colony of Hong Kong be approached on the subject with a view to ascertaining whether steps cannot be taken, by international agreement or otherwise, to remedy the existing evil. Would it not be possible for the Guild to make representations to the British Government in this respect?

Yours faithfully,
(Sgd.) L.A.W. Brook.
Honorary Agent.

Liverpool, November 9th, 1912.

Mr. L. A. W. Brooks.

Dear Sir,—Further to our communications regarding a light on the Paracels Reef, I am forwarding you complete copies of your own letter and what has transpired between the Guild and the Foreign Office. We should be very glad if you would be good enough to have this correspondence published in the local papers with a view to it possible ascertaining the opinions of Shipmasters on the subject which we should be pleased to communicate to the Foreign Office.

I am, dear Sir,
Yours faithfully,
(Sgd.) T.W. Moore.
Secretary.

Liverpool, Sept. 23, 1912.
The Secretary of State for Foreign Affairs.

Sir,—I am requested by the Guild, as the great representative body of those commanding and officering British ships, to bring to your notice the enclosed copy of a communication which we have received from Mr. L. A. W. Brooks, our representative at Saigon, Cochinchina.

We feel that the matter is one worthy of being brought to your kind notice, as it would appear that some efficient warning to navigators as to the vicinity of the Paracels Reef is very necessary in the interest of safety of life at sea.

If you could grant your consideration to this matter, the Guild would feel greatly obliged to you.

I have the honour to be, Sir,
Your obedient Servant,
(Sgd.) T. W. Moore.
Secretary.

Foreign Office,

October 10th, 1910.

Sir,—I have laid before Secretary Sir E. Grey your letter of the 23rd ult., enclosing a copy of a letter from your representative at Saigon urging the desirability, in the interests of navigation, of a light being established in the vicinity of the Paracels Reef.

I am to express regret that, owing to the matter being referred to the Colonial Office in the first instance, in order to ascertain whether the Government of Hongkong claimed ownership of the reef, it has not been possible to return an earlier reply to your letter.

The matter is now under consideration in consultation with the Board of Trade, and a further communication will be addressed to you in due course.

I am, Sir,
Your most obedient,
humble Servant,
(Sgd.) W. Langley.

Liverpool, 18th Oct. 1912.

No. 41286/12.

Sir,—I am directed by the Imperial Merchant Service Guild to acknowledge receipt of your communication of the 10th instant, relative to a light being established in the vicinity of the Paracels Reef, and to thank you for the active interest you have taken in the matter. We are communicating with our Agent at Saigon and forwarding a copy of your communication.

I am, Sir,
Your obedient Servant,
(Sgd.) T. W. Moore.
Secretary.

The Under-Secretary of State,
Foreign Office,
London.

Foreign Office.

October 29th, 1912.

No. 45572/12.

Sir,—With reference to the letter from this Department of the 10th instant, on the subject of the proposed establishment of a light in the vicinity of the Paracels Reef, China Sea, I am directed by Secretary Sir E. Grey to inform you that the Board of Trade are advised that the erection of a light in the neighbourhood of this reef would not be of great assistance to navigation, as it would be impossible to place a light on any one of the group of islands or reefs which would serve to mark all the reefs in the group.

I am, Sir,
Your most obedient,
humble Servant,
(Sgd.) W. Langley.

THE FULL COURT.

Four Cases to be Dealt With.

In all there are four cases to be dealt with by the new Full Court, which sits for the first time on Thursday.

The first one in the list is an appeal by the defendant in the cases of Kwok Sui Lau v. against Kan Yang Chi where a judgment was given by the Chief Justice in favour of the plaintiffs.

In the second case down for hearing the affairs of the famous Li family are to come again before the court. This time it is an appeal from the Chief Justice's verdict in the case of Li Tse Shi v. Li Yu Nung and Li Chung Lin. This was an action in which the plaintiff claimed from the defendant the sum \$77,500 alleged to be money paid by the plaintiff's husband (deceased) at the request of the defendant. The case took a considerable time and eventually his Lordship gave judgment in favour of the plaintiff for the sum of \$25,300, disallowing certain items. It is from this decision that the defendants are appealing.

In the case of Hung Kwai Ching v. Lo Sut Po the action concerned a claim by the plaintiff for the return of a mortgage deed made between the plaintiff on the one part and one Lau Chin Tin on the other. Judgment was given in favour of the defendant and from this the plaintiff is appealing.

The fourth case is an appeal from the decision of Mr. Justice Gompertz in a case where the interpretation of certain rules and regulations in a deed governing the administration of certain Zoroastrian charities was desired.

Wireless in Ceylon.

At a meeting of the London Chamber of Commerce on December 18, at Ceylon Chambers, the suggestion that the former body endorse the application for the establishment of a wireless station at Minicoy will receive consideration, wires the London correspondent of the "Times of Ceylon."

OPIUM SEIZURE.

Big Haul Made on Board the Nile.

At the Police Court, this morning a Chinese was charged with being in unlawful possession of 2,275 taels of opium. The seizure was stated to have been made on board the P. M. Nile, this morning. The drug was contained in 525 tins in a locker in the store room.

It was stated that the defendant was the storekeeper and was in possession of the key of the store room in the day time.

An engineer from the steamer deposed that the man was in charge of the store and he did not think that it was possible for that quantity of opium to be taken on board without the knowledge of the storeman. The defendant had been storekeeper on the Nile since Saturday.

The second officer said the opium was not entered on the ship's manifest and was on board without permission.

Defendant denied all knowledge of the opium. He was fined \$500, or, in default, three months imprisonment. The opium was ordered to be forfeited to the Crown.

MISSING PETTY OFFICER.

Body Found in the Harbour

On the 27th inst. it was reported that a petty officer named O'Neill, of H.M.S. Minotaur, had been missing from 6.15 p.m. on the 25th inst. His body was found yesterday, floating near the naval camp, in the Harbour. Deceased was a first class petty officer. The cause of death is apparently drowning.

FERRIS HARTMAN COMPANY.

A good house was present when the curtain went up at the Theatre Royal for the last time in connection with the visit of the Ferris Hartmann combination, which appeared in "The Campus," a piece full of movement and catchy music. As is only to be expected Miss "Muggins" Davies, as Nellie Perkins, sustained the leading lady's role to perfection, and her concerted work with Mr. Walter de Leon as Bobby Short was charming and neat. Mr. Roscoe Arbuckle as "Fat" made love in a most laughable style to Miss Minta Durfee who ably seconded his efforts. But the palm must be awarded to Mr. Ferris Hartmann himself, whose delineation of the character of Bismark, a janitor, was an excellent piece of work, which, needless to say, was thoroughly appreciated.

After a successful stay in Hongkong the company leave to-day for Shanghai from whence they go to Tientsin.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon when, among the matters dealt with, was a letter from the Government announcing that the Hon. Mr. E. A. Hewett would take his seat on the Board on his return from leave.

The Head of the Sanitary Department recommended the following arrangements for leave for 1913:—Inspector Reide, about 12/13,—12 months; Inspector Watson on the return of Inspector Knight, about 10/7/13,—6 months; Inspector McEwen on the return of Inspector Kelly, about 10/7/13,—9 months.

For the week ending December 21st 1496 rats were caught in Hongkong, and 259 in Kowloon.

CALENDARS.

A further batch of calendars falls to be acknowledged, and are equal in quality to those already noticed in our columns.

The Royal Exchange Assurance sends a neat diary, a blotter, and a dainty little calendar, while the London and Lancashire Fire Insurance Company send a blotting pad of real usefulness. The Liverpool and London and Globe Insurance Company also sends a useful calendar.

Two exceedingly dainty Japanese calendars come from the Nippon Yusen Kaisha and the Dai Nippon Brewery Co., Ltd. These are splendid examples of Japanese art.

PRIEST'S LOSS.

\$1,100 Stolen From a Desk.

A French speaking Chinese was charged before Mr. C. D. Melbourne, at the Police Court, this morning, with stealing from the desk of the Rev. Fr. Fillastre, of Pokfulam, \$1,100, on September 18th. The defendant, who hailed from Tonkin, was arrested by D. S. Grant in Hongkong, on the 24th inst.

The Rev. Fr. Fillastre in the course of his evidence said that the robbery took place whilst the fathers were at church, about six o'clock in the morning. He had reasons to believe that the defendant was guilty because, when he left, he had only eighty cents in his pocket, he had said. The priests had \$13 belonging to him so they thought he had very little money. The complainant could not understand where defendant got the photographs from to send to his family, having so little money. He had also bought a watch and sent money to his family. It appeared to the complainant that he was the thief. Defendant left on the night of the 18th and on the following morning the complainant missed the money. He was told that the defendant had gone. The money was locked in a drawer in his desk.

There was also a charge against the man of leaving his employment without notice, and D. S. Grant asked his Worship, if he had any doubt as to the more serious charge, to sentence him on the other charge.

His Worship found defendant guilty on the less serious charge, and said though he believed he stole the money there was not enough evidence against him to convict. He would fine him \$50 or three months on the other charge.

THE COURT CARDS.

The Court Cards open their short season of four nights at the Theatre Royal to-night, and an excellent programme seems assured. The Company comes with a very fine reputation and every item is said to be of the best quality. The performers are peculiarly versatile. Mr. Gordon Nicholls, for instance, provides quite a host of novelties, including the paper-tearing novelty. Mr. Reginald Palmer is a fine baritone singer and a humourist, while Mr. Welton Iordham is pianist, bass singer and a composer. The public may be advised not to miss this show, which has been received with immense favour in every town visited.

Messrs. Moutrie's inform us that their office will be open to-morrow, from 10 a.m. till noon, for the purpose of booking. In the afternoon plans can be seen and seats booked at the Hongkong Hotel.

LOCAL SPORT.

CRICKET.

The following have been selected to play for the Hongkong Cricket Club "B" League team against the Hongkong Cricket Club "A" team on Saturday. Play is commenced at 2 p.m. on the club ground:—R. Hancock, (Capt.), A. A. Clayton, S. H. Dodwell, E. A. Fowler, H. Hancock, Rev. Hastings, A. O. Lang, M. Maas, S. S. Moore, J. W. S. Jollie, and R. P. Thursfield.

Billiards.

The final of the grand Hotel Billiard Handicap Tournament was played last night between Mr. Mo Lennan and Mr. Martin. Mr. Mo Lennan owed 150 and Mr. Martin 200 and the game was one of 250 up. The final score was Mr. Martin 70 Mr. Mo Lennan 250, the latter winning easily by means of a series of excellent runs. Other prizes are still to be played for.

ALLEGED DAYLIGHT ROBBERY.

According to information we have received, six robbers are alleged to have entered the dwelling-house, 7, Ha Chung Lane, at one o'clock this afternoon, and after having tied up the inmates, decamped with \$1,000.

THREE CHARGES.

Seaman on Empress Boat Who Disobeyed Orders.

This morning at the Marine Court, before Commander Basil Taylor, R.N., A. J. Hailey, master of the R.M.S. Empress of India, charged Martin McDonald, able seaman of the same ship, with unlawfully disobeying the lawful commands of the master, while the ship was in the waters of the Colony, on December 30.

Defendant pleaded guilty. Herbert James, mate of the Empress of India, said that at 9 a.m., December 30 he sent for the defendant to read him the entry in the log of that date referring to his absence without leave. Defendant then went forward, but subsequently the boatman reported that he refused to turn to. Witness thereupon sent for him and ordered him to get to work, but he refused point blank both to the master and witness. Consequently he telephoned for the police and had the defendant arrested.

The defendant said that yesterday he came on board one and a quarter hours late. The chief officer sent for him and logged him for it and ordered him to turn to. Defendant replied that he would do so if he had any suitable place to stop in and eat in.

Defendant was sentenced to four weeks' hard labour, or until the boat sailed, the expenses of the gaol were to come out of his wages, and he was ordered to forfeit two days' pay.

He was further charged with unlawfully assaulting J. Moran, master at arms on the ship, while she was at anchor in the waters of the colony on Dec. 25.

This charge was withdrawn. A. J. Hailey also proceeded against the defendant for absenting himself from his ship without permission on December 26 and 27 without permission, but this was dismissed, the master having already dealt with the charge.

KOWLOON CHILDREN'S SPORTS.

The eighth annual children's sports, under the auspices of the Kowloon Cricket Club, are to be held at King's Park, Kowloon, to-morrow. We are advised that further subscriptions are still necessary, and we wish to state that anyone who desires to do so, may subscribe at the office of the "Hongkong Telegraph." By kind permission of the Officers, the Band of the 25th Punjab is under Bandmaster Newman will play an excellent selection of music during the afternoon. Mrs. P. R. Wolff will present the prizes, at the close.

The programme includes events for boys, girls and veterans, a bran tub and an interval for tea for the children, from 3.30 to 4 o'clock. Adults are to have tea from 4 to 4.30. There are flat races, potato races, post box races, cock fights, obstacle races, tug-of-war, etc., for the boys, and the girls' events include skipping competitions, musical chairs, egg and spoon races, etc. Three prizes will be given for each of the twenty-three events and no child may take more than two.

The committee is as follows:—

Handicapper and starters: Rev. N. Pope, Mr. J. P. Robinson, Mr. D. Harvey.

Judges: Mr. P. R. Wolff, Mr. C. W. Jeffries, Mr. T. W. Robertson, Mr. T. Choo, Mr. T. Petrie.

Clerks of Course: Mr. J. H. Mead, Mr. L. F. Townsend, Mr. N. L. Railton.

Refreshments: Mrs. MacAskill, Mrs. Green, Mr. D. J. MacKenzie, Mr. W. Curwen, Mr. L. J. Blackburn, Mr. S. E. Green, Capt. Unsworth, Mr. F. P. Shroff.

Decorations: Mr. J. P. Robinson, Mr. G. L. Duncan, Wm. Stewart.

Bran Tub: Mrs. G. Duncan, Mrs. W. Curwen.

Our subscription list is still open and now stands thus:—"Hongkong Telegraph" ... \$25

OLD RESIDENT'S DEATH.

We regret to announce the death of an old resident, in the person of Mr. E. J. Caldwell, of the firm of Messrs. Caldwell Macgregor and Coy., which took place in England last night. The news was received by cable this morning.

CHEUNG CHAU PIRACY.

Evidence at Third Day's Hearing.

The case in which a man and two women are charged with armed robbery and "receiving," in connection with the piratical attack at Cheung Chan Island, in which Mr. P. M. Hodgson, the Assistant Crown Solicitor prosecuted, entered on the third day's hearing before Mr. Hazeldan, at the Police Court, this afternoon. Inspector Watt has the case in hand.

Yesterday his Worship concluded the evidence of the Chief Chinese Detective of Macao, who deposed to making the arrests and finding the stolen property.

The first witness this afternoon, was Fung Lam, who said he was a coffin maker at Chung Sau, Lappa Island. He remembered a man coming to him and ordering two coffins. This was on August 20th last. Both of the coffins were to be for adults. He was ordered to take them to a junk and he engaged Fok to take them to the junk which was lying in the third bay at Lappa Island opposite Macao. The Fok delivered the coffins and then witness went to the junk himself and superintended the burial of two bodies which were on board the junk. He did not go to the grave but saw the bodies confined. He was paid \$50 for one of the coffins and \$7 for the other. He did not know that one of the deceased was named Leung On. He had heard that the surname of one was Leung.

Kwong Choi said he was a coffin carrier residing in Macao. He was engaged on August 20th last, along with three other coolies, by the last witness to go on board a junk and remove first one coffin and after they had buried that on a hill they were told to go back and get another one. This they also buried on the hill near the other coffin. When he first went on board the junk he saw the two bodies; they were two adult males. He thought the first one had been killed by a bullet in the right side of his back. The second body showed blood but there was clothing on it and he did not remove the clothing. He could not say if the body had a wound but he saw blood on the deck close by the bodies. Both of the bodies were covered with red blankets.

The case was again adjourned.

A WONDERFUL ALLOY.

Combines Qualities of Steel and Copper.

An alloy called monel first attracted wide attention through its successful use for the roof of the Pennsylvania railway station at New York in 1909. The metal is obtained from the smelting of copper-nickel ores. The characteristics of monel metal are now being regarded as having great value for numerous engineering purposes. The two essential constituents are nickel and copper, the proportions being, approximately—nickel 70 per cent. and copper 30 per cent. It is sold in the United States at about two cents per lb. higher than copper.

One of the most surprising qualities of monel is that it possesses a higher tensile strength than nickel steel. Also, it retains its mechanical qualities at a high temperature to a phenomenal extent. At 1,000 degrees Fahrenheit it retains 80 per cent. of its tensile strength, as compared with 71 per cent. in the case of steel. On this account, the alloy has been adopted for locomotive fire-boxes in Germany. But perhaps the most important application is in connection with marine work. The United States Navy used the alloy, experimentally, for propellers on ships of war, and the result of a year's test has been so convincing that the Navy authorities have specified monel for propellers in future contracts. It not only resists corrosion, like bronze, but also wear, and it takes a fine polish. It would appear that the demand for the alloy is increasing, and the commercial value of suitable copper-nickel ores is likely to be favourably affected.

Sir Hugh Clifford.

Sir Hugh and Lady Clifford left for the Gold Coast on December 11 from Liverpool in the Elder Dempster steamer Falaba.



SADOC EGYPTIAN CIGARETTES.

A NEW BRAND

Which has proved a great success in cigarette manufacture.

FINEST QUALITY.

SIZE No. 1, per 100 ...\$4.25

" " 2, " " ...\$3.75

KRUSE & CO.

Cotton Trade in America.

Particulars have been received of the trade results of the cotton manufacturing concerns at Fall River in the United States. The figures are disappointing, says the "Times," and show that the past year has been the worst since 1906. The unfavourable reports are said to be due, partly to the shortening of the hours of labour, and partly owing to the advance in wages to the operatives. There are also some complaints of shortage of labour. Figures are available of 38 corporations with a total subscribed capital of \$27,756,870. The distribution to shareholders during the year has been \$1,129,625, or at the rate of 4.07 per cent. per annum. In 1911 there was distributed \$1,392,109, the rate per cent. per annum being 5.01. In the previous year the average dividend was 6.74 per cent. per annum, the amount paid out being \$1,827,050. The figures have also just been received relating to the foreign trade cotton piece goods of manufacturers in the United States; the shipments ended September 30 359,062,941 yards, as compared with 284,016,889 yards in 1911. During September the exports amounted to 31,656,855 yards, against 33,025,707 yards in the same month of last year.

Check!

A beggar in Java who was in the habit of getting money at regular intervals from some charitably disposed persons, went to one of them recently and asked him for an advance on account of his instalments as he was going on a journey!

DON'T FORGET.

To-Night.

Dock Dance.
The Court Cards.
Thursday, Jan. 2.
New Full Court Sits.
Friday Jan. 3.
Organ Recital, St. John's Cathedral. 5.30 p.m.
Saturday, Jan. 4.
Concert City Hall, 9.15 p.m.
Wednesday, Jan. 5.
Reception, Y. M. C. A. Rooms.
Thursday, Jan. 6.
Tournament, Hongkong Chess Club.

To-day's Advertisements

DON'T FORGET.

EIGHTH ANNUAL CHILDREN'S SPORTS.

KOWLOON CRICKET CLUB,

KING'S PARK,

TO-MORROW

New Year's Day.

Band of the 25th Punjab.

First Race 2 p.m. prompt.

DAIRY FARM NEWS.

So you are tired reading our Charles Lamb Roast Pig Ad. Eh? All right here is another.

REAL GERMAN SAUSAGE.

Nine different kinds now ready.

SCHINKENWURST
MORTADELLA
ZUNGENWURST
BLUTWURST

LEBERWURST
WIENER
FRANKFURTER
BRESLAUER

KNOBLAUCHWURST.

You succeed in business in direct proportion as you love that business—and know how. We all love German Sausage and WE know how to make them.

Freshly prepared—under expert supervision—from GOOD, CLEAN, WHOLESOME food stuffs.

When you tire of this lot, we will have more from which you may select. A different variety for each day in the month.

JAS. BUCHANAN & CO'S WHISKIES.

RED SEAL.

TANDEM.

ROYAL

HOUSEHOLD.

BLACK AND

WHITE.

PIEBALD.

SPECIAL

LIQUEURS.



GARNER, QUELCH & CO.
SOLE AGENTS.

TEL. 686

LANE, CRAWFORD & CO.

PIANOS

SPECIALLY CONSTRUCTED

THE BEST MAKERS

FOR SALE OR HIRE.

NEW STOCK OF CANDLE SHADES IN LATEST DESIGNS.

SONGS, WALTZES, TWO STEPS, RAGS.

LANE, CRAWFORD & CO.



"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of

THE DISTILLERS COMPANY LIMITED.
Edinburgh, Scotland.

GANDE, PRICE & CO., LTD.

Wine Merchants.

12, Queen's Road, Central, Hongkong.

Hongkong 28th December 1912

THE Steamship

"GREGORY APCAR,"
Capt. J. E. Drake, will be despatched for the above ports on WEDNESDAY, the 31st Jan., 1913 at 3 p.m.
For freight or passage, apply to
DAVID SASSOON & CO., LD.,
Agents,
Hongkong, 31st Dec., 1912. [1017]

FOR SINGAPORE, PENANG, & CALOUTTA.

(Taking cargo on Through Bills of Lading to Bangkok, Madras, and Mauritius.)

Shipping

CANADIAN PACIFIC RAILWAY
COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Sailings from Hongkong and St. John, N. B.	
"E. of India" ... Satur. Jan. 1	"E. of Ireland" ... Fri. Feb. 7
"E. of Japan" ... Feb. 8	"E. of Ireland" ... Mar. 7
"Monteagle" ... March 8	"E. of Ireland" ... April 4

All steamers leave Hongkong at 7 A.M.
To Vancouver, B.C. calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Pym's (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)
For SHANGHAI ... KWONGSANG ... Sunday, 5th Jan., at daylight.
SHANGHAI KOBE & MOJI ... FOOKSANG ... Saturday, 4th Jan., at Noon.
MANILA ... YUENSANG ... Saturday, 4th Jan., 2 P.M.
SINGAPORE, PENANG ... KUTSANG ... Friday, 10th Jan., 2 P.M.
MANILA ... LOONGSANG ... Saturday, 11th Jan., 2 P.M.
RETURN TOURS TO JAPAN (Occupying 34 days).
The steamers "Kutsang" and "Namsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lamsang" and "Kamsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers; and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtan.
Taking Cargo on Through Bills of Lading to Kait, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET COMPANY
"SHIRE" LINE SERVICEPROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamers	Date of Departure
SHANGHAI KOBE & YOKOHAMA	CARMARTHENSHIRE	14th Jan.
SHANGHAI KOBE & YOKOHAMA	PEMBROKESHIRE	4th Feb.
LONDON & ANTWERP	PEMBROKESHIRE	4th Feb.

Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
AGENTS. [94]

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.

HONGKONG TO CANTON	CANTON TO HONGKONG
TUESDAY, 31st DECEMBER.	
10.00 p.m. "HONAM."	5.00 p.m. "FATSHAN."
WEDNESDAY, 1st JANUARY.	
8.00 a.m. "KINSHAN."	8.00 a.m. "HEUNGSHAN."
10.00 p.m. "FATSHAN."	5.00 p.m. "HONAM."

These steamers, carrying 115 M.T. of mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. & 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO

SUNDAY, 5th JANUARY.

The Company's Steamship,

"SUI AN."

will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.
This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

HOTEL MANSIONS (FIRST FLOOR),
Opposite the Bank of China.

[93]

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destination.	Steamers and Displacement.	Sailing Dates.
EUROPE &c.....	KAMO MARU Capt. F. L. Sommer T. 16,000	WEDNESDAY, 1st Jan., at 4 p.m.
EUROPE &c.....	AKI MARU Capt. B. Kon T. 12,500	WEDNESDAY, 15th Jan., at daylight.
VICTORIA, B.O., & SEATTLE via SHANGHAI, MOJI, Kobe, Yokohama, and Y. S. S. S.	AWA MARU Capt. Shimidzu T. 12,500	TUESDAY, 31st Dec., at noon.
SYDNEY & MELBOURNE via MANILA, THUNDERBAY, ISLAND, TOWNSVILLE and BRISBANE.	YAWATA MARU Capt. T. Sakino T. 7,000	WEDNESDAY, 15th Jan., at Noon.
NSAKI, KOBE & YOKOHAMA.	NIKKO MARU Capt. M. Yagi T. 9,000	WEDNESDAY, 12th Feb., at Noon.
KOBE & YOKOHAMA.	KAGA MARU Capt. Tabusa T. 12,500	THURSDAY, 2nd Jan., at 11 a.m.
CALCUTTA via Spore, Penang and Rangoon.	COLOMBO MARU Capt. Kawashima Tons 6,000	WEDNESDAY, 1st January.
BOMBAY via Singapore and Colombo.	KAMAKURA MARU Capt. T. Mori Tons 12,500	MONDAY, 6th January.
SHANGHAI, MOJI & KOBE.	KAWACHI MARU Capt. A. Christensen T. 12,500	WEDNESDAY, 1st January.
SHANGHAI, KOBE & YOKOHAMA.	TOSA MARU Capt. T. Sato T. 12,000	MONDAY, 6th January.

† Cargo only.

† Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	16,000	26th February.
Hitsuda Maru	13,000	12th March.
Miyasaka Maru	16,000	26th March.
Kitauo Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Taigo Maru	13,500	21st May.

FOR AMERICA.

Steamer.	Tons displacement.	Leaving H.K.
Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
MANILA, CEBU & ILOILO...	"KAIFONG"	31st Dec., 4 p.m.
SHANGHAI	"CHINHUA"	2nd Jan., 4 p.m.
SWATOW, AMOY & SHAI...	"KWANGSE"	3rd Jan., 3 p.m.
SHANGHAI	"ANHUI"	4th Jan., M'night.
HAIPHONG	"SINGAN"	5th Jan., 9 a.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—Twin "orew" Steamers "Tosa" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kailong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ohsan, Lian, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Mutray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG.

Sailing on alternate Wednesdays.
For Freight or Passage apply to

T'gore No. 36.

Hongkong, 23rd Dec-emb, 1912.

BUTTERFIELD & SWIRE.

Agents.

[9]

Shipping

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 7th Jan., 4 P.M.
ZAFIRO	4000	F. S. MacMurray	Manila, Mangarin, Iloilo and Cebu.	THURSDAY, 10th Jan., 4 P.M.

For Freight or Passage apply to:

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong 28th December, 1912.

[14]

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Timanook	JAPAN	.....2nd half Dec.	JAVA	.....2nd half Dec.
Titaroom	JAVA	.....1st half Jan.	JAPAN	.....1st half Jan.
Tijmahi	JAVA	.....1st half Jan.	JAPAN	.....1st half Jan.
Tikini	SHANGHAI	.....1st half Jan.	JAVA	.....1st half Jan.
Tibodas	JAVA	.....2nd half Jan.	SHANGHAI	.....2nd half Jan.
Tijpanas	JAPAN	.....2nd half Jan.	JAVA	.....2nd half Jan.
Tijliwong	JAVA	.....2nd half Jan.	JAPAN	.....2nd half Jan.
Tijlatap	JAVA	.....2nd half Jan.	JAPA N	.....1st half Febr.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all P.R.s in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375

York Building.

[15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco, to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru"	11,000	A. G. Stevens	Jan. 1, 1913.
S.S. "Tosyo Maru"	21,000	E. Bent	Jan. 17th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Feb. 11th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 11th March, at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Steamer	Tons	Date of sailing
Kiyo Maru	17,500	Saturday, February 1, Noon 1913
Buyo Maru	10,500	Thursday, April 3, Noon 1913
Hongkong Maru	11,000	Wednesday, June 4, Noon.

For Further Particulars as to Passage and Freight, apply to S. MORIMOTO, Agent.
(KING'S BUILDING Opposite Blake Pier) [1]

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	17,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also Nile, 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. THE COST is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £20, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £44. For the INTERMEDIATE SERVICE First Class accommodations are provided for 44 to London (return ticket £24) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers:	Nile	11,000	Tons	Starting	Dec. 8th, at 1 p.m.
	Mongolia	17,000	"	"	Jan. 7th at 1 p.m.
	Persia	9,000	"	"	Jan. 28th at 1 p.m.
	Korea	11,800	"	"	Feb. 4th, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive	Leave	From MANILA.	Arrive
Leave Hongkong	Manila	Manila	Leave Hongkong	Manila
Feb. 25 CHINA	Feb. 27	Feb. 21 MANCHURIA	Feb. 23	
Mar. 15 NILE	Mar. 17	Mar. 8 NILE	Mar. 10	
Apr. 15 PERSIA	Apr. 17	Mar. 16 MONGOLIA	Mar. 18	
May 15 CHINA	May 16	Apr. 5 PERSIA	Apr. 7	

LET US PLAN AN ITINERARY FOR YOU
King's Building (Opp. Blake Pier) FRED J. HALTON, Telephone No. 141
Hongkong, 4th September, 1912. Agent.
Panama-Pacific International Exposition-San Francisco-1915.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENGRAVING.

Hongkong, 1st May, 1911.

WING KEE & CO.

47-49, Colabaught Rd.

SHIPHANDLERS.

PROVISION & COAL

MERCHANTS

Hongkong, 23rd May, 1912

LOSS BOOM.

The Loss of a Japanese Cruiser.

The Court-martial recently held at Yokosuka, announced its decision a few days ago as to the circumstances attending the sinking of the Japanese cruiser Naniwa north of the Hokkaido last summer. Captain Honda and Lieutenant Yagi, in charge of the cruiser, were fined. Captain Honda was on the 1st instant appointed to take command of the cruiser Mishima, attached to Maidau Naval Station.

Stranded Steamer Successfully Refloated.

The stranded German steamer Deike Rickmers was successfully refloated at high water on the 9th inst. after the combined efforts of H.G.M.S. Emden, H.J.M.S. Suzuya, and the Shirogane, and left for Nagasaki the ensuing day. The Emden immediately left for Tsingtan, and the Suzuya and the Shirogane returned to Port Arthur yesterday.

Trouble on a German Barque.

Thirteen members of the crew of the German barque Parma, which arrived at Yokohama from New York on November 8, left the ship on the 4th instant, as a protest against the conduct of one of the officers. As they refused to return, the vessel was unable to sail on December 5, as scheduled. According to the "Japan Gazette," the Master, Captain Wolf, is said to have asked the Harbour Office for information as to the modus operandi for employing Japanese seamen.

Ferry Boat's Boiler Bursts.

The boiler of one of the small ferry boats which run between the British Concession and Wuchang, blew up on the 8th instant, reports the "Central China Post." The boat had just left the pontoon beside the consular landing, when the accident happened. She was crowded with Chinese passengers, the total numbering about eighty. The explosion with the hiss of the steam frightened them and many dived overboard. Luckily a number of sampans were at hand, which proceeded at once to the rescue. Some eighty were picked up, but two lives are reported to have been lost.

America's Lack of Shipping.

It is a tradition in America, says a "Daily Telegraph" correspondent, that Democrats "are strong for the mercantile marine," and people who take view are quoting Dr. Wilson's addresses upon that topic with keen approval. The average American, Republican and Democrat alike, is mortified at the present condition of the American mercantile navy. While discussing the merchant service at Philadelphia recently Dr. Wilson spoke of a friend of his who travelled as far as Australia to see the American flag on the high seas. The first one he saw was on the private yacht of Mr. James Gordon Bennett. "Mr. Bennett," continued the candidate, "can afford the luxury of flying the flag, but American merchants cannot, and we have now put our foreign trade in the hands of carriers who have determined the routes and who select as their ports of entry the very ports in which they have established their own commercial supremacy. In the meantime we are spending millions upon millions to dig a great ditch through the Isthmus. What for? There are no American ships to go through that canal except coastwise trading vessels. These same English, German, and French ships will use that method of communication, so that the western coast of South America will be as near Europe as the eastern coast of South America is now, and the South American trade, which ought to belong to us, will be more and more enveloped in the processes of European commerce." Dr. Wilson's plan to rehabilitate the American mercantile marine has not been developed. It is rather a ticklish topic, because Americans generally are convinced that they can invest their money more profitably on land than on sea, and competition with England and Germany in building, manning, and maintaining merchant vessels seems at present impossible.

Fillet Haddock, Kippers, Bladder, own Smoked Fish, Fried Fish, and Chipped Potatoes.

ALEXANDRA CAFE CO.

Shipping

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."
EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European, North American and British Ports, also Trieste, London, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. BRASIL 14th Jan.	For Rotterdam, Bremen & Hamburg: S.S. BRASIL 14th Jan.
ALTMARK 14th Jan.	For Harbin & Hamburg: S.S. SAMOI 16th Jan.
SILESIA 14th Jan.	For Rotterdam, Bremen & Hamburg: S.S. FURST BULOEW 21st Jan.
SUEVIA 27th Jan.	For Harbin, Bremen & Hamburg: S.S. ARMENIA 29th Jan.
O. J. D. AILERS 11th Feb.	For Harbin & Hamburg: S.S. ALTMARK 31st Jan.
SPEZIA 26th Feb.	For Marseilles, Bremen & Hamburg: S.S. GOLDENFELS 31st Jan.
SENEGAMBIA 10th March	
SITHONIA 13th March	

For Further Particulars apply to—

Hamburg-Amerika Linie,
Hongkong Office

BRITISH INDIA S. N.
CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "FULTA" 4151 tons gross, Capt. M. W. Talbot will be despatched for YOKOHAMA & KOREA on the 14th January, at daylight taking cargo and passengers at current rates.

WESTWARD.

The S.S. "OKARA" 5211 tons gross, Capt. R. D. Hirst will be despatched for SINGAPORE, PENANG and RANGOON on the 12th January 1913 at noon, and will be followed by the S.S. "UPADA" 5257 tons gross, Capt. Logan, sailing hence on or about the 29th January 1913 at noon, taking cargo at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.

Telephone No. 215,
Hongkong, 28th December, 1912.

LOG BOOK.

Japan's New Battle Cruiser.

The battle-cruiser "Kongo," 23,000 tons, now being built at the yard of Messrs. Vickers and Maxim, England, is reported to be making rapid progress. The fitting of the engines and other machinery has been completed, and it is expected that the ship will be finished by the end of April next, and leave England for Japan in May.

Shipbuilding in November.

During the month of November Scottish shipbuilders launched 40 vessels of 71,658 tons. Of these 29 vessels of 68,488 tons were built on the Clyde, four of 1,705 tons at the Forth and seven of 1,465 tons at Aberdeen and Moray Firth ports. The Clyde tonnage for November is the second in size among the monthly tonnages of these yards, and it is the highest on record for the month of November. The Clyde output for the eleven months consisted of 258 vessels of 538,806 tons, which is easily the highest yet attained and is short of the total for 1911—the highest for a year—by only about 42,000 tons.

H. A. L. and Wireless.

The "Manchuria Daily News" says that the Hamburg Amerika Line's Sikiang and Loongnong on the Shanghai-Tsingtau-Dairen-Tientsin mail route will be fitted with wireless telegraphy installations, as well as the St. Kraetke and Gov. Jaesckke on its Shanghai-Tsingtau line. All these installations are being put in by the Telefunken East Asiatic Wireless Telegraphic Company, and will be of moderate power, having a guaranteed range of 250 nautical miles, which range, under favourable conditions, admits of considerable extension. The port of Tsingtau has recently acquired a wireless station, from which signals of weather conditions, newspaper telegrams, and other information may be daily transmitted to any vessels within its radius. A wireless station is being erected by the Chinese Government at Woosung. With coast stations near Dairen and along the Japanese coasts, any

vessels, equipped with wireless telegraphy, command a sphere of communication including practically the whole of the Far Eastern waters.

New Pilotage Bill.

In the House of Commons on November 22 Mr. Sydney Buxton (President of the Board of Trade) moved the second reading of the Pilotage Bill. He explained that it was a Bill intended to consolidate all past Bills, to evolve order out of chaos without attempting anything in the nature of a casuistry system, and to introduce into the pilotage of the country a balance of simplicity and uniformity. The urgency of the Bill was that they had pledged themselves to the French Government to come to an early arrangement in regard to the granting of certificates under special circumstances to a master or mate who is not a British subject. Negotiations with the French Government had been prolonged, but throughout they had been of a friendly character. Some alarm had been felt in this country upon the matter, but after consultation with the Admiralty he had decided to insert a clause allowing the Admiralty to interfere in the case of a certificate which might be regarded as detrimental to the interests of national safety.

Mr. M. Joyce (N. Limerick), who is a pilot himself, said that the pilots of the United Kingdom were not opposing the second reading of the Bill. They thought they had got rid of the alien pilot, but they had been outmanoeuvred by the French Foreign Office. He hoped in any case the Admiralty would see that all the great ports were safeguarded. In addition he suggested that if British pilots were to be injured by this clause the Board of Trade should give them compulsory pilotage.

Lord (Chas. Beresford (U. Portsmouth) said there was very grave danger in having alien pilots in our waters. He urged that the number of alien pilots and the alien captains who piloted their vessels should be limited to the smallest extent compatible with diplomatic relations.

The Bill was read a second time.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London via Usual Ports of Call	Delta	P & O. Co.	4 January
London and Antwerp	Monmouthshire	J. M. & Co.	18 Jan., about
London and Antwerp via Singapore, &c.	Sumatra	P. & O. Co.	8 Jan., about
Havre and Hamburg, &c.	Sambha	H. A. L.	11 January
do do do	Altmark	H. A. L.	5 February
Rotterdam, Bremen and Hamburg, &c.	Fuerst Buelow	H. A. L.	24 January
do do do	Armenia	H. A. L.	25 January
Bremen and Hamburg, &c.	Brasilis	H. A. L.	5 January
Mexico, Peruvian and Chili via Japan	Kiyo Maru	T. K. K.	1 February
Cape Ports via Mauritius	Dumerio	Bank Line	Begin January
Copenhagen and Baltic Ports	Canton	A. N. & Co.	15 January
Trieste, Fiume, Venice via Singapore, &c.	Persia	S. W. & Co.	31 Dec., about
Marseilles	Goldenfels	H. A. L.	7 February
Marseilles, London & Antwerp via Singapore, &c.	Kamo Maru	S. W. & Co.	1 January
Trieste via Singapore, Penang & Colombo, &c.	Koerber	S. W. & Co.	19 January
Naples, Genoa, Algiers, Gibraltar, Southampton	Kleist	M. & Co.	8 January

New York, San Francisco and Canada.

New York via Ports and Suez Canal	Swazi	S. T. & Co.	9 Jan., about
San Francisco via Shanghai and Japan, &c.	Mongolia	P. M. Co.	7 January
do do do	Nippon Maru	T. K. K.	11 January
Victoria, B.C., and Tacoma via Keelung, &c.	Panama Maru	O. S. K.	4 January
Victoria, Vancouver, B.C., Seattle & Tacoma, &c.	Orterio	Bank Line	15 January
Victoria, B.C., and Tacoma via Japan, &c.	Seattle Maru	O. S. K.	23 January
Vancouver via Shanghai and Japan, &c.	Empress of India	C. P. R. Co.	11 January
Vancouver	Monteagle	C. P. R. Co.	8 March

Australia.

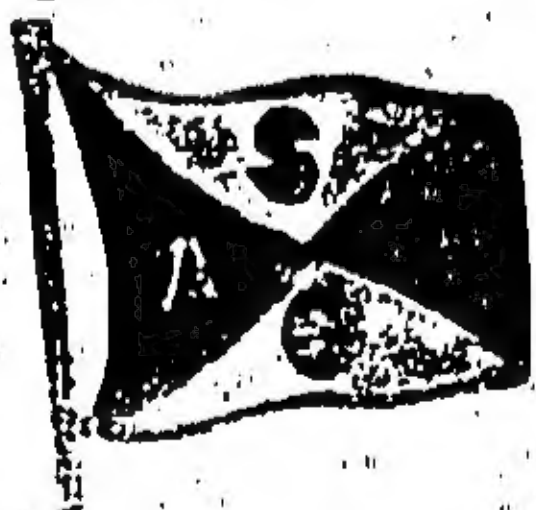
Australasia Ports	Changsha	B. & S.	4 January
Australasia Ports via Manila	St. Albans	G. L. & Co.	4 January
do do do	Yawata Maru	N. Y. K.	15 January

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. C. J. L.	Quick despatch
do do do	Tjimahi	J. C. J. L.	Quick despatch
Singapore, Penang and Calcutta	Kutang	J. M. & Co.	10 January
do do do	Gregory Apar...	D. S. & Co.	8 January
Singapore, Penang and Rangoon	Okara	J. M. & Co.	12 January
Singapore, Penang, Rangoon and Calcutta	Colombo Maru	N. Y. K.	1 January
Bombay via Singapore and Colombo	Kamakura Maru	N. Y. K.	8 January
Bombay via Singapore and Penang	Capri	D. & Co.	7 January
Kudat and Sandakan	Borneo	M. & Co.	Middle of January
Japan	Tjiliwong	J. C. J. L.	Quick despatch
Yokohama and Kobe	Fultala	J. M. & Co.	14 January
Kobe and Moji	Arratoon Apar...	D. S. & Co.	3 January
Kobe and Yokohama	Coblentz	M. & Co.	7 Jan., about
do do do	Kaga Maru	N. Y. K.	2 January
Nagasaki, Kobe and Yokohama	Nikko Maru	N. Y. K.	15 January
Kwangchow-wang and Haiphong	Si-Kiang	M. M. Co.	1 January
Amoy and Takao via Swatow and Amoy	Sosha Maru	O. S. K.	8 January
Amoy via Swatow and Amoy	Daijin Maru	O. S. K.	5 January
Swatow, Amoy and Fookchow	Haiyang	D. L. & Co.	3 January
do do do	Haimun	D. L. & Co.	1 January
do do do	Haiching	D. L. & Co.	7 January
Swatow, Amoy and Shanghai	B. & S.	B. & S.	3 January
Fookchow via Swatow and Amoy	Kwangsang	O. S. K.	1 January
Manila, Mangarin, Hoilo and Cebu	Kaijo Maru	J. M. & Co.	4 January
do do do	Yuensang	S. T. & Co.	7 January
Shanghai, Kobe and Yokohama	Rubi	S. T. & Co.	18 January
do do do	Zafiro	S. T. & Co.	14 Jan., about
do do do	Carmarthenshire	H. A. L.	3 January
Shanghai, Kobe and Moji	Altmark	N. Y. K.	4 January
do do do	Tosa Maru	J. M. & Co.	4 January
Shanghai, Moji and Kobe	Fooksang	D. S. & Co.	16 January
Shanghai, Tsingtau, Kobe and Yokohama	Jelunga	N. Y. K.	1 January
Shanghai	Kawachi Maru	M. & Co.	9 Jan., about
do do do	Goben	J. C. J. L.	Quick despatch
do do do	Tjilatjap	J. C. J. L.	Quick despatch
do do do	Tjibodas	P. M. Co.	Quick despatch
do do do	Tjikini	S. W. & Co.	5 January
do do do	Koerber	P. & O. Co.	3 Jan., about
do do do	India	B. & S.	4 January
do do do	Anhui	J. M. & Co.	5 January
do do do	Kwongsang	J. M. & Co.	5 January

To Sail

Hongkong—New York.



AMERICAN ASIATIC S.S. CO.
FOR NEW YORK via SUEZ
CANAL.

HONGKONG-NEW YORK
(With liberty to call at the Malabar Coast)

British S.S. "SWAZI"
on or about 11th January, 1913.
For freight & further information, apply to
SHEWAN TOMES & Co.,
General Agents.
Hongkong, 2nd Dec, 1912. [537]

Japanese Sailing Vessel Capsizes.
A Japanese sailing vessel, laden with 500 bags of charcoal, which left Vries Island for Uraga on the 18th inst. encountered a storm the same night off Tagoshi, Miura-gun. The vessel capsized, and of the four coolies on board one was drowned. Two swam safely to shore, but the fourth is reported as "missing."

To Sail

FOR YOKOHAMA, KOBE
AND MOJI.

THE Steamship

"ARRATOON APCAR,"
Capt. R. F. Thomson, will be despatched for the above ports on FRIDAY, the 3rd Jan., at 1 p.m.

The Steamship has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tickets to Japan.
Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 28th Dec, 1912. [1010]

NORDEUTSCHER LLOYD
BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.

Taking Cargo at through rates to
Tawau, Lahad Datu, Labuan, Jolo,
Mansud and Jesselton.

THE Steamship

"BORNEO"
O-plate "Semil" (made to be
Wednesday) will leave on THURSDAY, the 2nd Jan. at 10 a.m.

For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELBOURNE & CO.,
General Agents.

Hongkong, 28th Dec, 1912. [1012] 1913 1912 [1011]

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Saigon, Fookchow, Fookchow, London, Japan, Calcutta, Europe,	Sikiang, Haimun, Kaijo-maru, Kamo-maru, Kawachi-maru, Colombo-maru, Ernest Simons.

DEPART ON THURSDAY.

From	Vessel
Sandakan, Macao, Straits, Shanghai, Japan,	Borneo, Sui Tai, Persia (A.L.), Chihua, Kaga-maru.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Shanghai, Singapore, Calcutta,	Ernest Simons, Altmark, Candia, Fooksang.

ARRIVE ON THURSDAY.

From	Vessel
Singapore, Calcutta,	Candia, Fooksang.

AMERICAN MAIL.

The P.M. s.s. Mongolia, arrived at Manila on the 27th inst., between 2 and 4 a.m., and was expected to leave that port for Hongkong on the 31st inst., between 2 and 4 p.m.

The T. K. K. s.s. Nippon Maru, is expected to arrive here from Shanghai on the 3rd January and leaves again for San Francisco via usual ports on the 11th Jan.

The T. K. K. s.s. Tenyo Maru, arrived at Yokohama from Honolulu on the 30th inst. and may be expected here on the 31st January.

The T. K. K. s.s. Shinyo Maru, leaves San Francisco for Hongkong on the 4th January, and is due here on the 31st January.

The T. K. K. s.s. Chiyo Maru, leaves Yokohama for Honolulu and San Francisco on the 31st inst. and is due at San Francisco on the 16th January.

The P. M. s.s. Korea, with the American mail, sailed for this port from San Francisco, via Honolulu, the usual Japan ports and Manila on the 27th inst.

The P. & O. s.s. India, left Singapore, for this port on the 29th inst., at 8 a.m., with the outward English mails, and is due here on the 3rd January, at about 7 a.m.

ENGLISH MAIL.

The P. & O. s.s. India, left Singapore, for this port on the 29th inst., at 8 a.m., with the outward English mails, and is due here on the 3rd January, at about 7 a.m.

GERMAN MAIL.

The I. G. M. s.s. Goeben, carrying the German mails with dates from Berlin of the 11th inst., left Colombo on the 29th inst., p.m., and may be expected here on or about 9th January.

FRENCH MAIL.

The M.M. s.s. Ernest Simons, is expected to arrive here on the 1st January, at daylight, and will leave for Europe on the same day on or about 7 p.m.

AUSTRALIAN MAIL.

The E. and A. str. St. Albans, from Sydney, left Port Darwin on the 2nd inst. for Timor, Manila and Hongkong.

The I. M. G. s.s. Coblentz, left Sydney on the 14th inst., at 11 a.m., and may be expected here on or about 6th January.

The E. and A. s.s. Eastern, from Sydney, etc., left Port Darwin on the 29th inst. for Manila and this port.

MERCHANT STEAMERS.

The T. K. K. s.s. Hongkong Maru, leaves Honolulu for Manila on the 31st inst., where she is due on the 12th January.

The s.s. Shimosa sailed from New York on the 24th ult., for Far East, via the Straits.

The s.s. Glenlogan, passed the Suez Canal on the 27th inst., for Hongkong via Straits.

The s.s. Capri, left Singapore for this port on the 27th inst., and may be expected here on or about the 4th January.

The A. L. s.s. Vorwaerts, left Singapore for this port on the 28th inst., and will arrive here on the 4th January.

The Ben Line s.s. Bendoran, from Antwerp, Middlesbrough and London, left Singapore for this port on Dec. 30th.

The I.-C. S. N. s.s. Fooksang, from Singapore, is due at Hongkong on the 2nd January. She leaves for Shanghai and Japan on the 5th January.

The I.-C. S. N. s.s. Kwongsang, from Shanghai, is due at Hongkong on the 31st inst.

The I.-C. S. N. s.s. Laisang, from Calcutta, is due at Hongkong on the 10th January. She leaves for Japan on the 12th January.

The Shire Line s.s. Carmarthenshire, from London, is due at Hongkong on the 12th January.

The Indra Line s.s. Indramayo, from New York, is due at Hongkong on the 31st inst. She left Sabang on the 20th inst.

The B. I. S. N. s.s. Fultala, from Rangoon, is due at Hongkong on the 7th January.

The s.s. Glenroy, passed the Suez Canal on the 20th inst., for Hongkong via Straits.

The T. K. K. s.s. Kiyo Maru, arrives at Yokohama from Honolulu on the 2nd January, and is due here on the 18th January.

The T. K. K. s.s. Buyo Maru, leaves Valparaiso for Iquique on the 28th inst., where she is due on the 2nd January.

The French s.s. Binhuan, left Haiphong on the 28th inst., for this port, and is due to arrive here on or about the 1st January.

The A.L. s.s. Persia, left Shanghai for this port on the 28th inst., a.m., and will arrive here on the 31st inst., p.m.

The Silk ex C. P. R. Empress of Japan, which left here on the 16th ult., arrived at New York on the 12th inst., at 10.30 p.m.

The P. & O. s.s. Candia, left Singapore for this port on the 27th inst., at 8 a.m., and is due here on the 2nd January, at 8 a.m.

The H. A. L. s.s. Altmark, left Singapore on the 26th inst., a.m., and may be expected here on or about 1st January.

The s.s. Pathan, arrived at Boston on the 20th inst.

VESSELS IN PORT.

Steamers.

Anghin, Ger. s.s., 1,005, C. Kum-pel, 27th Dec.—Swatow 26th Dec., Rice.—B. & S.

Borneo, Ger. s.s., 1,344, F. Sembill, 24th Dec.—Sandakan 28th Dec., Timber.—M. & Co.

Chinkiang, Fr. s.s., 1,227, Ainslie, 29th Dec.—Java 17th Dec., Sugar.—B. & S.

Daito Maru, Jap. s.s., 1,295, Katsuyama, 26th Dec.—Port Arthur 19th Dec., Coal.—M. R. K.

Elax, Br. s.s., 2,000, Smart, 29th Dec.—Balikpapan 21st Dec., Bulk oil.—A. P. Co.

Empress of India, Br. s.s., 5,940, A. Hailey, 21st Dec.—Vancouver, B.C., 28th Nov., Mail & Gen.—C. P. R. Co.

Fitzgerald, Br. s.s., 2,332, J. H. Blair, 25th Dec.—Mojito 21st Dec., Fish and Flour. Order.

Irene, Chi. s.s., 827, Baines, 25th Dec.—Canton 25th Dec., Gen.—C. M. S. N. Co.

Kalgan, Br. s.s., 1,143, Davies, 28th Dec.—Canton 27th Dec., Ballast.—B. & S.

Kaijo Maru, Jap. s.s., Y. Yamamoto, 28th Dec.—Swatow 27th Dec., Gen.—O. S. K.

Kashing, Br. s.s., 1,134, Lewis, 22nd Dec.—Canton 21st Dec., Gen.—B. & S.

Laertes, Br. s.s., 1,320, Wawn, 5th Dec.—Saigon 22nd Nov., Gen.—Wo Fat Sing.

Mexican Prince, Br. s.s., 1,953, J. C. Young, 28th Dec.—Shanghai 24th Dec., Ballast.—A. P. Co.

Ockley, Br. s.s., 2,928, R. W. Barrett, 23rd Dec.—Seattle, U.S.A. 4th Nov., Gen.—B. L.

Orterio, Br. s.s., 4,105, R. J. Howie, 25th Dec.—Vancouver, B.C., 22nd Nov., Gen.—Am. Trad. Co.

Phranang, Ger. s.s., 1,021, H. O. Reher, 22nd Dec.—Saigon 20th Dec., Rice.—B. & S.

Prinz Waldemar, Ger. s.s., 1,736, H. Bremer, 27th Dec.—Yokohama 20th Dec., Gen.—M. & Co.

Rutherford, Br. s.s., 2,742, W. Gay, 27th Barry, Wales, 9th Nov., Coal.—A. Welr.

Saigon Maru, Jap. s.s., 1,259, Yamaguchi, 29th Dec.—Mojito 23rd Dec., Coal.—O. S. K.

COMMERCIAL

Penang Rice Combine.

Those whose business has brought them into contact, and usually unequal conflict, with some great and notorious cartel such as the Standard Oil Company or the Homeward Shipping Conference, are prone to regard with grave suspicion the establishment of any combine of interests designed to control the whole of the trade in any product. This is particularly the case where the article to be controlled is the staple food of the people. It is hardly surprising that the formation of the rice combine, whose genesis was the subject of litigation in the Supreme Court recently, should have evoked livings among employers of labour and others who understand how closely the price of rice is related to the cost of labour and the general prosperity of the country. We may easily be able to allay these suspicions by stating that we have received a positive assurance from one of the principal members of the combine that there is no intention whatever in the hands of its organizers to raise the price of rice. They declare that their sole intention is to eliminate the middleman, to effect economies in the management of the allied mills, and, by employing their own agents to purchase padi from the cultivators, to bring the padi-planter into direct communication with mill-owner. These agents will visit the padi districts and, where necessary, will make advances on standing crops. Anyone who realises the extent to which the ryots in Krian, Province Wellesley and Kedah are indebted to Chetties and how they are "squeezed" and exploited by these money-lenders, will welcome an arrangement which promises to release the native agriculturist from their clutches. Already a great deal of land in the districts referred to has passed out of the hands of the Malays; of the combine, by dealing directly with the padi-planter and thus assuring him a fair share of the profit of his labour, helps to arrest this movement, it will be doing a work which has baffled the persistent efforts of hundreds of District Officers and scores of Residents. It is stated that the annual output of padi from the north-west corner of Malaya is not sufficient to keep all the existing mills profitably employed and that, by shutting down some of them and improving the means of transport and general facilities of others, great economies can be effected; thus increased profits to the associated mill-owners will be secured without any corresponding increase in the cost of rice. Further, we are informed that the market in India and Siam is continually on the look-out for new openings and that any attempt by the local combine to raise the price above a normal figure would be instantly followed by a great increase in the exports of rice from those countries to Penang. This should be satisfactory news to consumers, though they will doubtless not omit to keep a watchful eye on the combine and its operations. (Straits Echo).

Notice

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

Week Day.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.00 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	
NIGHT CARS.	
8.45 p.m. and 9 p.m., 8.45 p.m. to 11.30 p.m. every 15 minutes.	
SUNDAYS.	
7.30 a.m.	
8.00 a.m. to 10.30 a.m. Every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.00 p.m. " 10 min.	
8.00 p.m. to 8.10 p.m. " 10 min.	
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra Car at 11.45 a.m.	
SPECIAL CARS.	
A ransport at the Company's Office, Alexandra Buildings, De Voer Road.	
HE D. HUMPHREYS & SONS, General Managers.	
Hong Kong, 24th Dec. 1912.	

Entertainments

THEATRE ROYAL.

Under the distinguished Patronage of H.E. the Governor, Sir Henry May, K.C.M.G.

A MUSICAL TREAT!!!

TO-NIGHT! TO-NIGHT!!

TUESDAY, DEC. 31st and three following nights

Mr. EDGAR WARWICK presents

THE COURT CARDS

AND THEIR JOKER

Each Item a Hit.

Each Article a Star.

A GALAXY OF TALENT.

The Whole—A Grand Slam!

Complete change of Programmes Nightly.

Plans at MOUTRIE & Co.

Commence 9.15 p.m.

N.B.—Owing to Moutrie & Co. being closed on New Year's Day, the box plan will be open all New Year's Day at the theatre.

PHIL CARLTON, Manager.

BOXING! BOXING!!

MONSTER PROGRAMME.

SKATING RINK.

New Year's Day.

1st January, 1913.

Featherweight Championship

of the Orient.

15 ROUNDS.

IRON BUX, v. Pte. SMITH.

Feather Champion D.C.L.I.

10 ROUNDS.

SKY KERRISON, v. Gnr. BURGE.

H.M.S. Kent. R.G.A.

10 ROUNDS.

JOE WATER, v. Pte. WALKES.

MAN, Manila. E.O.V.L.I.

8 ROUNDS.

JOE DEAN, v. Gnr. ED.

H.M.S. Kent. WARDS, R.G.A.

6 ROUNDS.

SEAMAN PAGE, v. JOE DIDD.

H.M.S. Micalaur. Bermudez.

Commence at 9 p.m. sharp.

Booking at the Robinson Piano Co.

Ringside Seats, \$5.00, Stalls, \$3.00.

Pit \$2.00.

Soldiers and Sailors half Price to the Pit.

HUGHIE MACINTOSH, Promoter.

THEATRE ROYAL.

CITY HALL, HONGKONG.

SATURDAY, JAN. 4th, 1913.

at 9.15 p.m.

Under the distinguished patronage of H.E. the Governor and Lady MAY.

CONCERT

By the famous

RUSSIAN BARITONE

EUGENE OSSIPOFF

from the Grand Opera at Moscow.

Kindly assisted by

Mrs. F. J. Hunter, Mrs. W. Gask,

Mr. S. H. Dodwell, Major

F. J. Hunter, George Lam-

bert, Emil Danenberg.

Admission \$1.00.

Booking at ROBINSON'S.

BIJOU.

9.15 p.m. To-Night. 9.15 p.m.

Special Programme.

LATEST NEWS IN PICTURES.

LATEST NEWS IN PICTURES.

LONDON EDITION

OF

Pathe Gazette

AND

Gaumont Graphie

Vauville by

Mesdames DOLLY SWIFT

GLADYS SPENCER

and ADA ROWLEY.

Matinees on ALL HOLIDAYS.

Entertainments

THEATRE ROYAL.

RETURN VISIT OF THE

EMINENT ACTOR,

ALLAN WILKIE

AND FULL LONDON CO.

Including the Talented

Actress,

MISS FREDISWYDE

HUNTER-WATTS.

For Short Season

Commencing on Jan. 6th.

JANUARY 6th

A BUNCH OF VIOLETS

JANUARY 7th

DAVID GARRICK.

JANUARY 8th

CANDIDA

JANUARY 9th

THE LIARS

JANUARY 10th

Mrs. WARREN'S PROFESSION

JANUARY 11th

TWELFTH NIGHT

(Matinee)

SCHOOL FOR SCANDAL

(Evening)

JANUARY 13th

SALOME

JANUARY 14th

TAMING OF THE SHREW

JANUARY 15th

THE SECOND Mrs. TANQUERAY

JANUARY 16th

THE CARDINAL

JANUARY 17th

LADY WINDERMERE'S FAN

Curtain at 8.15 p.m. sharp.

Matinee at 3.00 p.m.

Prices: \$2.50, 2.00 & 1.00

Booking at MOUTRIE'S

VICTORIA THEATRE.

The Celebrated Subtitle:

NELLIE MAHER.

Look out for our Grand Matinee

with valuable prizes.

Thursday, 1st January, 1913

FOR THREE NIGHTS ONLY

1ST, 2ND & 3RD.

The Wonderful Picture of 7000' long.

DANTE'S INFERNO.

Booking at MOUTRIE'S

Late Car for the Peak.

On these 3 Nights.

Notices

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN

that all FIRE INSURANCE

OFFICES will be CLOSED for the

Transaction of PUBLIC BUSINESS

on WEDNESDAY, the 1st January.

By Order,

A. H. LOWE, Secretary.

Hongkong, 30th Dec., 1912. [1013]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN

that all MARINE INSURANCE

OFFICES will be CLOSED for the

Transaction of PUBLIC BUSINESS

on WEDNESDAY, the 1st January.

By Order,

A. R. LOWE, Secretary.

Hongkong, 30th Dec., 1912. [1014]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 16th August, 1901. [8]

THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an

area of 80,000 square miles.

TWO and a half million people

being starved.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. C. GULLAND, Esq.,

Manager, International Banking Corporation, Shanghai.

Hongkong, 24th January 1913 [170]

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.

London Office—34, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve—\$7,000,000 (Gold).

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual

terms.

DEPOSITS RECEIVED, fixed for one year at

4 per cent, or for shorter periods, at rates, which

may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on

all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT

are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares

effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912 [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 17,500,000

Head Office.—YOKOHAMA.

Branches

Antung-Hsien, Nagasaki

Bombay, Newchwang

Calcutta, New York

Changchun, Osaka

Dairen, Peking

Fengtien, Ryojun Port

Harbin, (Arthur)

Hankow, San Francisco

Honolulu, Shanghai

Kobe, Tientsin

Liao-Yang, Tokyo

Lyons

Interest Allowed on Current

Account.

[Deposits received for fixed

periods at rates to be obtained on

application.

TAKAO TAKAMICHI,

Manager.

Hongkong, 1st April, 1912. [18]

Notices

Public Works Department.

No. 8, 430.—The following part-

culars of letting by tender of certain

gravel quarries in the Island of Hong-

kong, and Kowloon and New Territories

are published.

Sealed tenders, which should be clearly

marked "Tender for Quarries," will

be received at the Colonial Secretary's

Office until Noon of Monday, the 6th

January, 1913.

Tenders must be in form which will

be supplied by the Director of Public

Works upon deposit of a sum of \$10.

The Government does not bind itself

to accept the highest or any tender.

Particulars and conditions of the let-

ting by tender by order of His Excel-

lency the Governor of the following lots

of Gravel Land in Hongkong, Kowloon

and New Territories, for the purpose of

BOXING.

An Old Timer's Experiences.

Mr. Jack Grace, of New York, one of the old school of fighters, is in Hongkong and has some interesting recollections. He has been in the ring since 1888. In that year he won the amateur light-weight championship, and he has been at the game off and on ever since. He defeated Sammy Newman in Hongkong in 1903.

Grace met Billy Murphy, of Australia, who was the feather-weight champion of the world, in 1890. That fight was a 25-round affair. He afterwards met Ziegler, Charlie McKeever, Jack McEliff, and Billy Mayers, all light weights.

In 1893 Grace brought out Kid McCoy, having "discovered" him in New Orleans, and after having trained him, fought him with skinned gloves in 1894 at Cleveland, Ohio, for 14 rounds, and was defeated. He has travelled all over the world, as a fighter, and was the first man to introduce boxing in South America. He began at Buenos Aires in 1900, and was the instructor of the famous Jockey Club there. Thence he went all through Bolivia, Ecuador and Chile. He says that boxing is doing well everywhere in South America, but that it is not at present allowed in Buenos Aires because it is too tame a sport.

When asked his opinion of the fighters to-day, Mr. Grace said the present school of boxers is the poorest that has ever been known in the sporting world. "Fighters seem to have gone back," he said, "and we have degenerated in all classes, barring a few light weights."

Wolgate, Mat. Wells, Freddy Welsh and Willie Ritchie are the best of the lot, so Mr. Grace asserts, but he adds that Wolgate is the poorest light weight that ever held the "crown."

"I trained Nelson Jones, the 40 round fight in 1910, when Wolgate won, but he won simply because Nelson was a wreck owing to the severe punishment that Gans had inflicted on him in previous battles."

In speaking of Heavy Weights, Mr. Grace described L. McCarty, Pulzer, Bombardier Wells, Jim Flynn and Tony Ross as inferior boxers, adding that Johnson, McVeigh, Langford and Gennett, "all negroes—can stop" any of the heavy weight white men to-day. He thinks that Jack Johnson is afraid of Langford and that he will use him as a counterfoil to aspirants against his title. In other words "Beat Langford, and I'll talk business!" will be Johnson's slogan.

Mr. Grace says that he does not think that at present there is a white man who can get anywhere near Johnson. Bombardier Wells, he says, is very clever and knows the game perfectly, but he is not heavy enough.

When asked his opinion of Jack Cordell, who easily defeated Gunner Yore and Sky Kerrison, Mr. Grace said that Cordell might have been a champion six years ago if he had not let himself get into the middle weight class.

"To-day he is a good second class man, a clean, square fighter." Besides his fight in 1903 with Sammy Newman in Hongkong, Jack Grace fought Charlie St. Clair, and Tommy Lynch, at Shanghai and in the same year fought the well known heavy-weight, Jim Casey, at Tientsin. Mr. Grace's reputation in the East is a good one, and he states that he is prepared to accept any challenger of his own weight, if he is guaranteed a certain percentage.

Some excellent bouts should be seen to-morrow night at the skating rink, when Mr. Hughie Macintosh submits a fine programme. The bouts between Bur and Smith, and Wilkes and Waterman should alone be worth the money paid for admission.

Chinese not wanted.

A party of fifteen Chinese, who were landed at Dover from the Calais mail steamer Engadine, have been refused admission into the country under the Aliens Act, and were sent back to Calais on November 28 by the French mail steamer Pas-de-Calais.

INTERNATIONAL YACHT-RACE FOR 1913.

San Francisco and Hawaii Accept Sir T. Lipton's Challenge.

Sir Thomas Lipton left San Francisco on November 23 after an enjoyable sojourn among the yachtsmen of that city.

"I'm coming back in 1915 on my own boat through the Panama canal; don't forget that," were his last words as he said goodbye to a crowd of friends at the station. "That is going to be the big year, and I am going to enjoy it. In the meantime I am going to work and do all I can to help make the 1915 meet the biggest yachting event ever held."

His challenge here, says a San Francisco paper, and the acceptance for 1915, has made him enthusiastic, but it's the old love which brought him to these shores—the cup for which he has tried three times and three times lost with the grace of a true sportsman. He is going to try again, and believes this time he will win it.

The British visitor is an earnest supporter of the exposition and believes that there will be several yachts in the race for which he issued the challenge Wednesday night. That other acceptance of the challenge will be received soon after he arrives in England is his belief.

"There is nothing I will not do for the 1915 exposition," he said as a last word. "If at any time the directors wish me to do something for them, all they need to do is to cable me at London. I mean by that, even if they only wish me to see some one for them I shall be glad to do it. I'm for the exposition, and will boost it in the old country."

A movement is on foot in Los Angeles to form a syndicate to finance the building of a yacht to represent Los Angeles in the cup defender race against Sir Thomas Lipton's Shamrock at San Francisco in 1915.

"Mr. Arthur Latta, a wealthy merchant, led the subscription list, and has begun a canvass at once to raise the first \$25,000 of a fund which will amount to at least \$150,000."

The plan will be to have the Los Angeles racer participate in the cup events at San Francisco first and then have the Shamrock come south directly afterward with the fleet of yachts and enter another regatta off San Pedro.

When the challenge to the world was issued by Sir Thomas Lipton to compete for the blue ribbon of the seas in San Francisco waters in 1915, a yacht race that would excel former competitions was practically assured.

Swift as the answer came from San Francisco that the challenge would be accepted and a boat built and manned to sail against the Shamrock, the assurance that Hawaii will also answer the challenge with an island-built boat comes with equal speed, and with all more enthusiasm at its reception because it was unexpected. No sooner had the plans been made than telegrams and wireless messages were sent to all the great yacht clubs, announcing the fact that Honolulu as well as San Francisco would accept the challenge of the British yachtsman, and inviting them to join in the great event.

THE HAT SNATCHER.

A hat snatcher made himself busy in Queen's Road, last night, and as a man was passing in a ricksha he appropriated his headgear. A policeman chased the man and caught him with the hat in his hand. The constable placed him under arrest but, before he had his man in the station, the latter slipped his coat and made away, leaving the constable with the garment dangling in his hands. A report of the affair was made to the station and a search for the man was organized. Later he was found near the Kowloon Theatre and he admitted that the coat belonged to him. In regard to the hat he said a man who was running away threw the hat at him.

At the Police Court, this morning, before Mr. Hazeland, he was charged with being in unlawful possession of the hat and was fined \$10 or in default one month.

The police have not found the owner of the hat.

POST OFFICE.

NEW YEARS HOLIDAY.

The Post Office will be open to-morrow from 8 till 9 a.m. only. There will be one delivery of ordinary correspondence and one collection of letters.

The Money Order office will be entirely closed.

MAILS ARRIVED TO-DAY.

Swatow, s.s. Haimun.
Haiphong, s.s. Binhthuan.
Japan, s.s. Kamo-maru.
Manila, s.s. Yuensang.
Shanghai, s.s. Caledonien.

MAILS VIA SIBERIA.

Dec. 5 Dec. 21
Dec. 6 Dec. 23

MAILS DUE.

English, India, 3rd prox.

The India with the English Mail left Singapore on Friday, the 29th instant at 8 a.m. and is expected to arrive here on Friday, the 3rd prox. at 7 a.m. This Packet brings the Parcel Mails closed in London for despatch by the all sea route on the 27th November and for despatch overland on the 3rd inst.

MAILS CLOSE.

Fort Bayard, Haiphong, Pakhoi and Saigon—Per Siktang, 1st Jan., 8 a.m.

Swatow, Amoy and Foochow—Per Haimun, 1st Jan., 9 a.m.

Straits, Burmah, and India via Calcutta—Per Colombo-maru, 1st Jan., 9 a.m.

Straits and Ceylon—Per Kamo-maru, 1st Jan., 9 a.m.

Swatow—Per Signal, 1st Jan., 9 a.m.

Japan via Moji—Per Fitzclarence, 1st Jan., 9 a.m.

Swatow, Amoy and Foochow—Per Kaijo Maru, 1st Jan., 9 a.m.

Shanghai, North China and Japan via Kobe—Per Kawachi-maru, 1st Jan., 9 a.m.

Kudat and Sandakan—Per Borneo, 2nd Jan., 9 a.m.

Saigon—Per Laertes, 2nd Jan., 10 a.m.

Macao—Per Sui Tai, 2nd Jan., 1.15 p.m.

Straits and Ceylon—Per Persia, 2nd Jan., 3 p.m.

Shanghai and North China—Per Chinhuu, 2nd Jan., 3 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 2nd Jan., 5 p.m.

Japan via Yokohama—Per A. Apcar, 3rd Jan., noon.

Macao—Per Sui Tai, 3rd Jan., 1.15 p.m.

Swatow and Amoy—Per Kwang-se, 3rd Jan., 2 p.m.

Shanghai, North China (Europe via Siberia)—Per India, 3rd Jan., 5 p.m.

Philippine Islands, Australia Tasmania and New Zealand via Darwin—Per St. Albans, 4th Jan., 10 a.m.

Shanghai, North China and Japan via Kobe—Per Fook-sang, 4th Jan., 10 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, the 3rd Jan., at 5 p.m.—Per Delta; 4th Jan., 11 a.m.

Philippine Islands—Per Yuensang, 4th Jan., 1 p.m.

Macao—Per Sui Tai, 4th Jan., 1.15.

Haiphong, Pakhoi, and Saigon—Per Saigon, 4th Jan., 5 p.m.

Shanghai and North China—Per Kwongsang, 4th Jan., 5 p.m.

Siberian Mail.

Shanghai and North China (Europe via Siberia)—Per Anhu, 4th Jan., 5 p.m.

Shanghai and North China—Per Koerber, 4th Jan., 5 p.m.

Shanghai, North China, Japan via Yokohama—Per Yow-waerts, 5th Jan., 9 a.m.

Swatow, Amoy and Foochow—Per Laiching, 6th Jan., 5 p.m.

Straits and Bombay—Per Capri, 7th Jan., 10 a.m.

Philippine Islands—Per Rubi, 7th Jan., 3 p.m.

Straits and India via Calcutta—Per Kutsang, 10th Jan., 1 p.m.

SHIPPING NEWS.

ARRIVED.

St. Kiang, Fr. s.s., 651, E. de Catalano, 29th Dec.—Haiphong 27th Dec. Gen.—M. M.

Triumph, Ger. s.s., W. Langhwa-gar, 29th Dec.—Haiphong 27th Dec. Gen.—J. & Co.

Dumbea, Fr. s.s., 5,975, Sellier, 30th Dec.—Marseilles 1st Dec. Gen.—M. M.

Haimun, Br. s.s., 641, J. W. Evans, 31st Dec.—Swatow 30th Dec. Gen.—D. L. & Co.

Kamo Maru, Jap. s.s., 5,284, F. L. Sommar, 31st Dec.—Japan via Shanghai, Peer, Apples, etc.—N. Y. K.

Binh Thuan, Fr. s.s., 984, D. Var-auso, 31st Dec.—Haiphong 28th Dec. Gen.—Cement and Coal.—R. & S.

Hong Wan I, Chi. s.s., 2,080, Mason, 31st Dec.—Singapore 24th Dec. Gen.—Yoo Tek Sing.

Kumohow, Br. s.s., 1,450, Martin, 31st Dec.—Saigon 25th Dec. Rice and Gen.—Chinese.

Kwanglee, Chi. s.s., 1,488, McArthur, 31st Dec.—Canton 30th Dec.—C. M. S. N. Co.

Tientsin, Br. s.s., Robertson, 31st Dec.—Canton 30th Dec. Gen.—B. & S.

Fri, Br. s.s., 860, C. Wagle, 31st Dec.—Canton 30th Dec. Gen.—A. T. & Co.

Caledonien, Fr. s.s., 4,129, Eschen-ner, 31st Dec.—Yokohama 21st Dec. Gen.—M. M.

Taishun, Chi. s.s., 1,216, R. G. Paramore, 31st Dec.—Shanghai 27th Dec. Gen.—C. M. S. N. Co.

Colombo Maru, Jap. s.s., 2,989, Kawashima, 31st Dec.—Kobe 24th Dec. Gen.—N. Y. K.

Locksun, Br. s.s., 1,020, Taubert, 31st Dec.—Hongay 26th Dec. Gen.—B. & S.

Yuensang, Br. s.s., 1,128, Rolfe, 31st Dec.—Manila 28th Dec. Gen.—J. M. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Dec. 30.

Hanyang, for Saigon.

Tientsin, for Port Courtbet Awa-maru, for Victoria.

Nile, for San Francisco.

Locksun, for Swatow.

Dec. 31.

Kaijo-maru, for Foochow.

Tijmanok, for Batavia.

Wakamatsu-maru, for Wamatsu.

Riojun-maru, for Sourabaya.

Haimun, for Foochow.

Colombo-maru, for Calcutta.

Thongwa, for Calcutta.

Kamo-maru, for London.

Kwanglee, for Canton.

Kanchow, for Shanghai.

Kaifong, for Hilo.

Daikoku-maru, for Port Arthur.

Chi-yuen, for Shanghai.

Taishun, for Canton.

Dumbea, for Yokohama.

Cheongshing, for Canton.

Hongwan I, for Singapore.

Fri, for Dally.

Chongwa, for K. C. Wan.

Caledonien, for Saigon.

DEPARTED.

Dec. 31.

Sunda, for Yokohama.

Nile, for San Francisco.

Awa-maru, for Seattle.

Wakamatsu-maru, for Wamatsu.

Riojun-maru, for Sourabaya.

Haimun, for Foochow.

Colombo-maru, for Calcutta.

Thongwa, for Calcutta.

Kamo-maru, for London.

Kwanglee, for Canton.

Kanchow, for Shanghai.

Kaifong, for Hilo.

Daikoku-maru, for Port Arthur.

Chi-yuen, for Shanghai.

Taishun, for Canton.

WEATHER REPORT.

On the 31st at 10.25.—Pressure increased moderately over China, and is nearly stationary over the southern districts.

No returns from Japan. Fresh to strong monsoon is indicated along the E coast of China to the south of Shanghai, and over the N. China Sea.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. N. winds, moderate to fresh; fair.

2 Formosa Channel. Northerly gale.

3 South coast of China between H.K. and Lamocks. The same as No. 1.

4 South coast of China between H.K. and Hainan. N.E. winds moderate.

China Coast Meteorological Register.

31st December, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wostock 7a 30.27 13 65 — 0 b

Nemuro 6a — — — — — 0 b

Hakodate — — — — — — —

Tokio — — — — — — —

Kochi — — — — — — —

Nagasaki — — — — — — —

Kshima — — — — — — —

Oshima — — — — — — —

Naha — — — — — — —

Ishijima — — — — — — —

Bonin Is. — — — — — — —

Chefoo — — — — — — —

Whaiwei — — — — — 30.57 27 79 wnw 4 b

Hankow — — — — — — —

Kiukiang — — — — — — —

Shanghai — — — — — 30.61 32 90 nww 1 o

Gutzlaff — — — — — 30.39 36 — nww 4 o

Sharp P. — — — — — 7a 30.45 54 — ene 4 o

Amoy — — — — — 6a 30.41 54 74 — 6 o

Swatow — — — — — 7a 30.38 48 78 — 1 c

Taihu — — — — — 5a 30.36 — — — 0

Taihu — — — — — 30.27 — — — n 4

Taihu — — — — — 30.25 — — — n 8

Koshun — — — — — 30.21 — — — ne 6

P'dores — — — — — 30.27 — — — ne 10

Canton — — — — — 9a — — — — —

H'kong — — — — — 6a 30.34 52 54 n 1 o

Y. Peak — — — — — 7a — — — — —

Gap Rock — — — — — 6a 30.33 — — — n 5 o

Macao — — — — — 30.34 47 — nww 2 o

Wuchow — — — — — 9a — — — — —

Hoihow — — — — — — — — — — —

Pakhoi — — — — — 6a 30.38 54 — ene 2 o

Phulien — — — — — 30.03 66 — ene 4 o

Tourane — — — — — 29.99 73 — ene 2 o

C. St. J. — — — — — 30.09 — — — n 2 d

Apari — — — — — 30.00 — — — ene 1 o

Manila — — — — — 29.97 — — — ne 1 o

Legaspi — — — — — 2a — — — — —

Bacolod — — — — — 29.95 81 — sw 3 o

Iloilo — — — — — 29.95 80 — e 1 o

Cebu — — — — — 29.97 82 — — —

Labuan — — — — — — — — — — —

T. F. Claxton, Director.

Hongkong Observatory, Dec. 31.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On Date On Date

Barometer 30.26 30.30 30.26